JUNE, 1967

THE Signalman's JOURNAL

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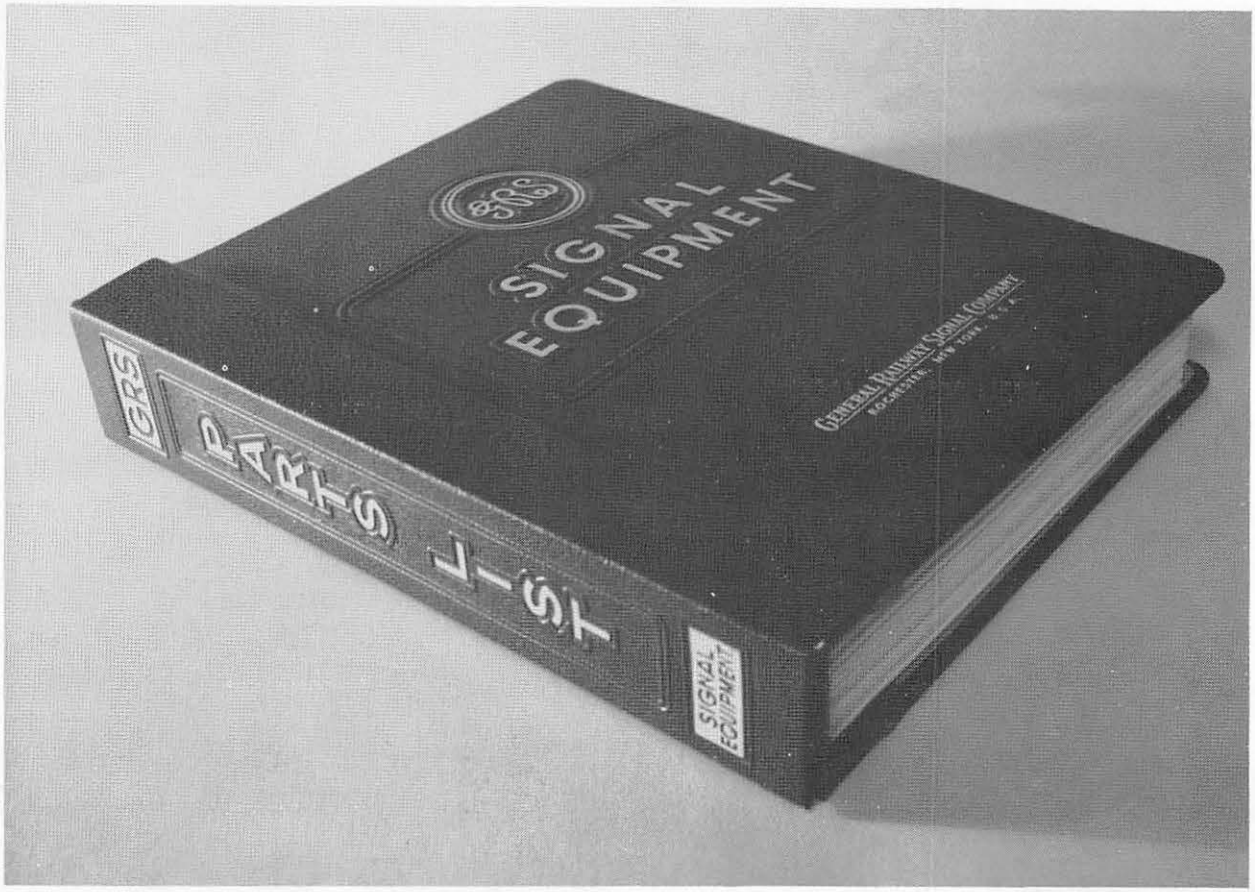

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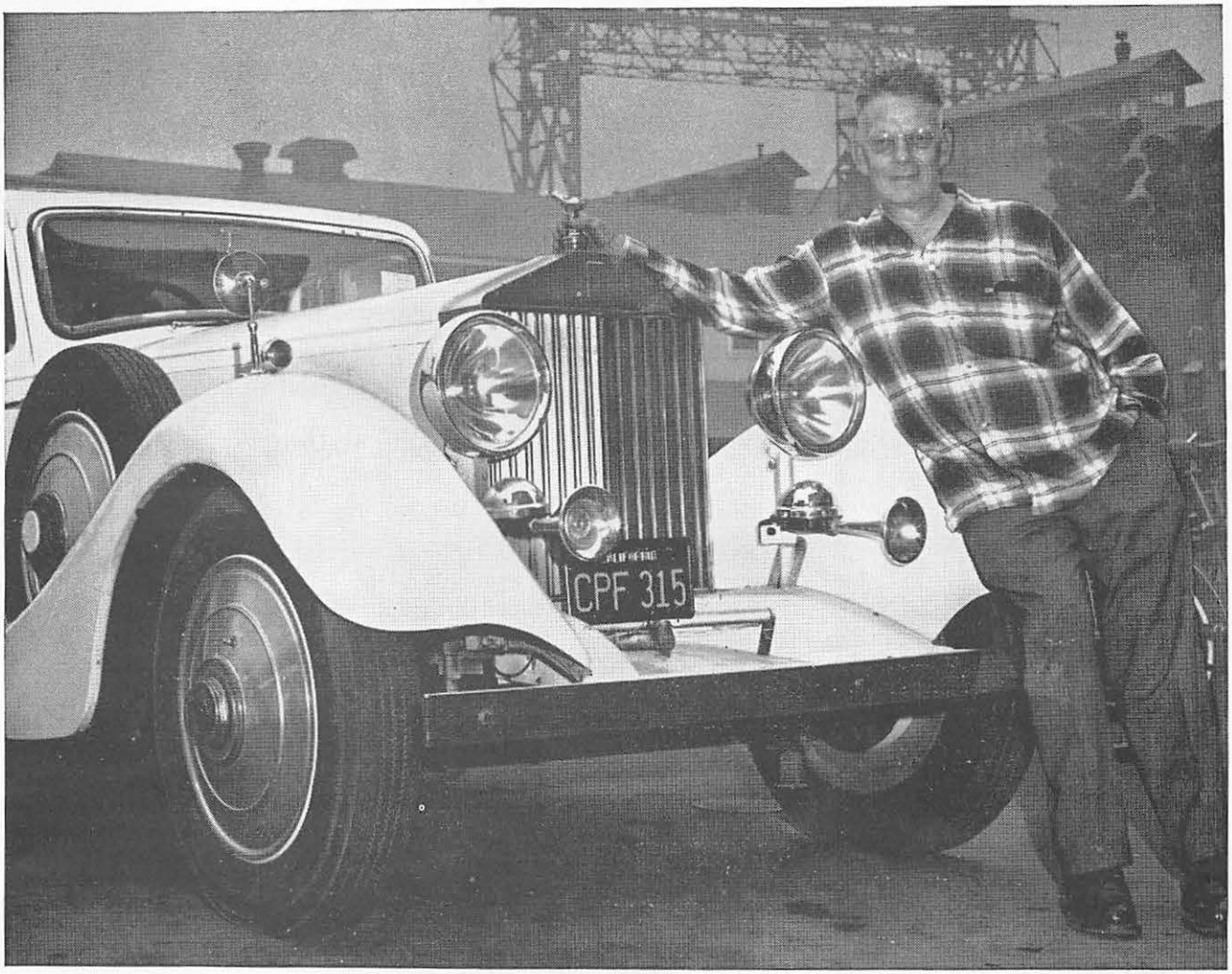

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ON OUR COVER

A pair of geeps give a helping hand to a west bound Southern Pacific freight train on Beaumont Hill in southern California. Signals play an important part in moving trains over terrain such as is found in this area.

POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579.

ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.

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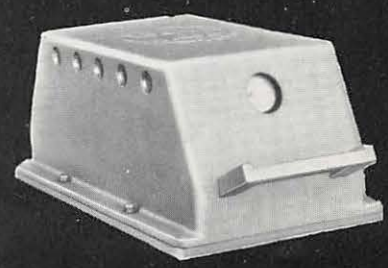
How does it avoid interference from sky and sun background?

Will it detect hot roller journal bearings?

The Servosafe® Hot Box Detective System



The SERVOSAFE® Hot Box Detective* System is designed to optimally scan various sizes and types of journal bearings—friction, sleeve and roller types. Each journal is represented by a "pip" on the chart. Normal journals show pulses of approximately the same height; overheated journals are indicated by abnormally high peaks.

Heat sources other than journals are screened or gated out in the SERVOSAFE® system by means of electronic gating circuits, so that false indications are minimized.

The very nature of SERVOSAFE® also helps to avoid false readings. The system employs a thermal detector to sense overheated journals, and the thermal detector has uniform sensitivity throughout the spectrum from visible to far infrared. *Photo detectors, on the other hand, show much greater sensitivity in the visible and near infrared spectrum than in the intermediate infrared spectrum where journal box radiation is a maximum.*

By spectral filtering, the SERVOSAFE® system discriminates against sunlight and extraneous radiation. Recent advances in this technique have been applied to further enhance the rejection of solar radiation. Putting it another way, the SERVOSAFE® Hot Box Detective* is much more sensitive to target radiation (radiation from journal bearings) than extraneous radiation. This assures its good performance and prevents misleading readings from sky and sun.

Ask all the questions you want about our SERVOSAFE Hot Box Detective System. We're ready to answer them.

*Protected Under one or more of the following U. S. Patent Nos. 2,880,309 and 2,963,575: Other U. S. and Foreign Patents Pending.

Yes we find them every day. And Servosafe® does it better than other detecting devices, too.

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For the detector to sense heat at the wheel hub, side frame or arch bar, the heat has to dissipate—that takes time—time you don't have with a hot roller journal bearing.

Servo reads what is actually happening —*when* it's happening and *where* it's happening. We read the heat at the source. After years of research and field testing, Servo selected its "slant-aspect viewing" design as the most efficient and reliable method of scanning. It is patented and exclusive with Servo.

The scanner's line of sight is focused at a relatively small spot on the side of the journal box. As the train moves away, the spot moves upward and inward along a diagonal line. If the train is approaching, the path is the same, but the spot moves downward and outward with the movement of the train.

A Servosafe Hot Box Detective System is your answer to the hot roller journal bearing problem. Your answer to efficient and reliable hot box detection. Write us today with any questions pertaining to *your* system.

Write for a free brochure on the Servosafe Hot Box Detective—the electronic journal bearing monitor that cuts railroad operating costs. Servo corporation of america, 111 new south road, hicksville, new york 11802, 516-938-9700

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Report At Annual Meeting

On Progress of CN's Signal Training Program

MANY RAILROADS ARE presently faced with a serious shortage of trained Signalmen to install and maintain the complex facilities that make up today's modern signal systems. A lack of foresight on the part of most managements is responsible for the shortage. Most rail managements still operate on the obsolete theory that you can get trained men off the street to perform any type of work, even that of installing and maintaining modern signal systems.

Managements with such outmoded thinking are finding out that trained Signalmen are not available on the street and in fact are losing the battle to hold the ones they presently have. We are pleased to report that the Canadian National Railway has set the pace by recognizing that to have trained Signalmen, it must provide training facilities and has cooperated with our Brotherhood to provide the most extensive and effective training program on any major railroad on the North American continent.

The CN provides full-time instructors and maintains classrooms equipped with the latest in signal equipment to train its Signal employes. In addition, it has fully equipped instruction cars to train Signalmen in more remote areas. It has negotiated with the Brotherhood to achieve the mutual goals of employe development.

The CN recognizes that there is a problem of excessive turnover in its Signal Department. It is conducting a study with a view to identify the problems facing Signal Employes and to seek remedies that will reduce the rate of turnover to a realistic level.

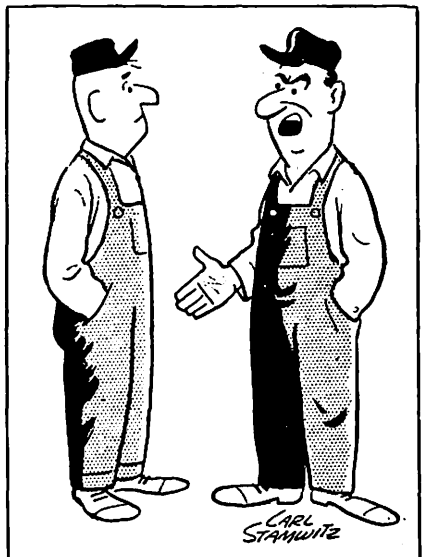
In a report to the System Cooperating Meeting held recently in Montreal, Mr. George W. Vogen outlined the CN's approach to the problems mentioned above, in addition to advising how the CN's training program works, the aims of the program and the Carrier's expectations in connection with its training program.

Mr. Vogen is Assistant to Engineer of Signals with offices in Montreal and is in charge of the Carrier's training program. We believe our readers will find his report to the Cooperative Meeting interesting and we trust that other managements will adopt some of the principles outlined in Mr. Vogen's report. With this in mind, his remarks to the meeting are reproduced, in full, as follows:

"It is my pleasure this year to report a number of significant new developments in Signal Training which have been in the planning stages for some time now, and which are expected to be placed in effect during 1967. Therefore, other than to mention that more than 100 employees completed the 4 year Apprenticeship training during 1966, I will forego the usual progress report in favor of a summary description of the new developments and plans.

"In recent years the Signal Department has been faced with the problem of training staff to keep pace with a rapidly increasing rate of technological change, which is evidenced in modern signal systems and devices now in service, and which are presently being installed. Examples of such items are the new solid state transistorized C.T.C. code systems utilizing computer principles, hot box detectors, audio frequency overlay circuits, modern hump yard equipment, and electronic weigh-in-motion scales to name a few.

"Generally, the improvements to the Signal Training Program will provide for early career training of a much more intensive and thorough nature than under the previous scheme. The present four year curriculum will be stepped up to cover the same course in less than two years with the major portion of the material being taught in the first six months after an employee enters service. This training will be compulsory for all new signal employees, and will of course be available on a voluntary basis for the more senior employees who have not already completed.



"Every time I think I'm just about to make ends meet, somebody moves the ends!"

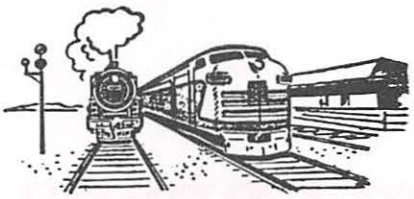
"A completely new group of courses being added as a second section to the training will include instruction on advanced signalling, and other technical subjects such as electronics with related practical signal applications. This section of the courses will be available to all signal employees, and participation will be on a voluntary basis. In all cases particular attention is being given to the more senior employees to ensure they have every opportunity to participate in the training, and to ensure they do not suffer as a result of the changes. To guarantee effectiveness of the advanced training, a variety of devices have been considered, including possibility of promotion and monetary incentives for successful completion.

"The instruction staff has been increased considerably to handle the increased teaching load. One or more Signal Instructors have been assigned to work on each Region, and an additional classroom has been established which is located at Edmonton, thus releasing the Instruction car for work solely on Prairie Region. The three classrooms and the two instruction cars are being equipped with the latest signal equipment, including modern electronic instruction units which will be used for practical demonstrations and student assignments.

Reach Agreement With Brotherhood

"To enable the transition to be made from the four year course to the new scheme, an interim agreement was signed with the Brotherhood of Railroad Signalmen which provided for a method of phasing out the present program during this year, and this is presently well under way. In the meantime negotiation of new rules governing institution and operation of the revised training will be carried out.

"In addition to the problems involved in providing training, the Department has in recent years also been faced with the very serious problem of excessive turnover, particularly among the more junior employees. The eventual success of the Signal Training Plan is extremely dependent upon reduction of this rate to a more realistic level. In this connection, every effort is being made to assess the needs and identify problems facing Signal employees and to seek remedies. A number of factors being studied with a view to improvement are items such as conditions of employment, educational requirements,



training activities and needs, working and living conditions, work methods and equipment, skill and qualification levels, and other more specific items related to the problems facing employees. We feel confident such activities will result in positive improvements, which, together with the new training program will result in a highly competent work force well able to cope with the changing needs of the Department.

"It is most appropriate at this meeting to stress once again the important part played by the Brotherhood of Railroad Signalmen in achieving our mutual goals of employee development. The representatives have always been in active consultation on all major items affecting training, and it has been largely through their co-operation and efforts in these matters that we have been able to progress to the level of achievement that has been reached in the training to date."

Railroad Retirement System

BA-6 Forms Being Distributed By Carriers

RAILROAD EMPLOYERS have begun the distribution of statements of service (form BA-6) to 814,000 employes who worked in calendar year 1966. The statements, which are prepared by the Railroad Retirement Board, give employes a convenient record of their creditable service and compensation in the railroad industry for 1966 and for the period 1937-66.

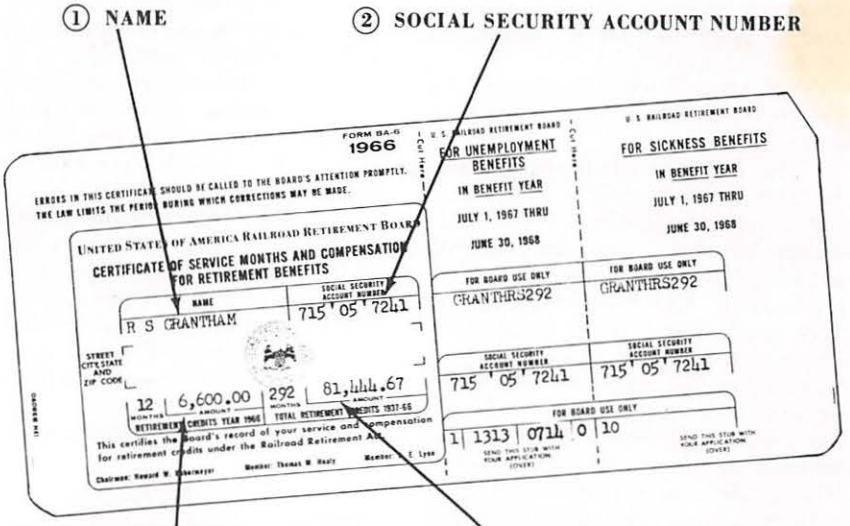
A form BA-6 was prepared for each employe who is qualified for benefits under the Railroad Unemployment Insurance Act in the 1967-68 benefit year. To be qualified for unemployment or sickness benefits, an employe must have earned at least $750 in railroad work in calendar year 1966, counting no more than $400 in any month. Also, if the employe had newly entered the railroad industry in 1966, he must have worked for a railroad in at least 7 months in that year.

As shown in the illustration, the form contains two detachable stubs for use in filing for unemployment and sickness benefits. Employes are urged to submit the appropriate stub with their first claim for unemployment or sickness benefits in the benefit year that begins July 1, 1967. This will help prevent delays in the payment of their benefits.

Form BA-6 also shows the employe's retirement credits for 1966 and his total retirement credits for the period 1937-66. Employes should examine their copy of the form to see if all the information given agrees with their records. The items that should be checked are indicated on the illustration. It should be noted that an employe's full name may not appear on the form. Only the first 10 letters of the employe's last name, plus 2 initials, are shown. If the employe finds that the information shown on his form is not correct, he should report the error to the Board.

Most employers completed the distribution of these forms by June 1. Employes who do not receive a form BA-6 but believe that they are entitled to one should write to the Board. In such cases, it is essential that they give their social security account number. All form BA-6 inquiries should be addressed to the Director of Data Processing and Accounts (formerly Bureau of Wage and Service Records), U. S. Railroad Retirement Board, 844 Rush Street, Chicago, Illinois 60611.

WHAT EMPLOYEES SHOULD CHECK ON FORM BA-6



news from Canada

Law And Practice Favor Employers

BOTH THE LAW AND COMmon practice are weighted in favour of management in labour disputes, the Canadian Labour Congress recently charged. In a submission to Mr. Justice Ivan Rand, inquiring into labour disputes as a commissioner of the Ontario government, the CLC reviewed reasons for recent disputes and the circumstances applying in strike situations, and said that outlawing strikes was no solution.

"Our present socio-economic system is one which by its very nature is biased in favour of the employer and as a consequence against the wage earner and his trade union," the CLC said.

"Today there is a network of protective legislation which defends the right of the employe in a variety of ways. But it is true nonetheless that the basic attitude has remained unchanged. . . . Fundamentally, management as an institution, that is, as representative of the corporate interest, enjoys a prestige and a power which is unequalled in our community."

The steps which are imposed on employes in collective bargaining were outlined:

"The employes may get together to form a trade union but they cannot obtain recognition of the trade union by their employer for the asking. They must satisfy a public tribunal of their representative nature. A certified trade union may require the employer to bargain with it but the employer is not obligated to enter into a collective agreement with the trade union regardless of the merits of the case. The trade union may strike only subject to prescribed conditions and only at specified times; there is compulsory conciliation in advance of the right to engage in strike action. In a growing number of cases, the right to strike is absolutely prohibited and arbitration has been substituted in its place."

The Congress suggested that the certification process now found throughout Canada reflected the fact that few employers were prepared to voluntarily recognize the unions of their employes.

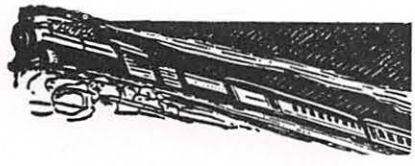
"The state, far from being merely an umpire, has become increasingly an intervenor which, if not plainly on the side of the employer, has, to say the least, set out to make the role of the union increasingly difficult to exercise," the CLC said.

Dealing with the broad implications of labour-management relations, the memorandum continued:

"It would be well to recognize that there is always a considerable area of potential conflict between the employer and his employes. Arbitrarily to suppress such conflict would be to create social injustice since the scales would be weighted in favour of the employer. . . . To the employer, labour is basically a production cost factor. . . . Since there is an economic tug of war, conflict is inevitable.

"We would suggest to you that such conflict is creative rather than destructive. . . . Over the long haul, the conflicts which have existed between employers and trade unions have led to higher living standards for workers and for others in the community, to a more equitable distribution of national income, to improved working conditions and to a greater degree of social recognition of the worker and his place in society.

"It is well worth bearing in mind that it is in those societies where workers are free to strike that freedom generally is strong. In many respects, the right to strike is an index of the strength of the democratic process as a whole. We would argue, therefore, that industrial peace at all costs is not a desirable goal. . . . In other words, strikes and lockouts should not be considered as a social catastrophe but rather as part and parcel of the industrial scene."



It was suggested that the trend of legislation indicated not so much a desire to reduce the area of conflict but to make union existence more difficult. Ontario's labour legislation was "a set of rules which are biased in their effect against trade unions."

One of the basic problems in the development of better industrial relations was the reluctance of employers to regard unions as anything more than a necessary evil to be eliminated at the earliest opportunity.

Turning to the specific causes of recent disputes, the CLC said Canadian wage earners had a strong sense of being exploited and, at the same time, a feeling of job insecurity.

The sense of insecurity had recently been focused on the rapid pace of technological change. Workers wished to participate in decision making in such circumstances, but management had shown no desire in this direction. The general attitude had been that rights of property were more important than the rights of workers.

Recent public attention directed to strikes appeared to be due to "the apparently substantial increases which some trade unions sought and were able to attain" and to the effect on the economy as a whole, or inconvenience to large sections of the public.

(continued on page 119)

Live a Little Longer

Treating Apoplexy

By Dr. William A. Sawyer
IAMAW Medical Consultant

(This column is copyrighted by THE MACHINIST and is reprinted through the courtesy of the International Association of Machinists and Aerospace Workers. Dr. Sawyer cannot answer individual correspondence.)

APOPLEXY OR STROKE IS A growing problem. As the population ages, the number of stroke victims increases. Each year stroke kills an estimated 50,000 citizens during their working years. And many more over 65 succumb yearly. Although ranked below heart disease and cancer, many authorities think it would be our number one killer, if accurate figures were known.

What is a stroke? It is a blockage or rupture of a blood vessel in the brain. Deprived of blood supply, brain cells die rather quickly. They are irreplaceable. Paralysis results. A variety of things can interrupt the blood supply to the brain. High blood pressure may rupture a blood vessel. A clot from elsewhere in the body—usually the heart—may be carried to the brain and wedged into a small artery, stopping the flow of blood. At times brain arteries harden and form obstructions within, by developing clots. If blood loss from a ruptured vessel is large and sudden, the victim can be out in seconds and dead in minutes. These are the chief causes of stroke.

Artery obstruction, with resulting pressure on brain cells, in some areas, may cause paralysis, blindness, speech loss or mental confusion.

One small area of the brain largely governs one arm or one leg. Should the pressure of clot or hemorrhage be exerted in this area, the arm or leg becomes paralyzed. If the affected area is large enough, one whole side of the body becomes paralyzed. This is called hemiplegia. Because of the cross-over of nerves from the brain, the opposite side of the body is paralyzed.

Modern Treatment

Up until ten years or so ago, there was relatively little available in the way of treatment. Today with the aid of modern x-ray techniques, and surgery on blood vessels, much can be offered in good medical centers.

Formerly, at least a third or a quarter of stroke cases showed no damage to the brain. This was puzzling until many cases of autopsies were studied and it was found that clots which formed in the large neck blood vessels were responsible for blocking circulation to the brain, thus starving certain brain cells. These clots in the neck blood vessels can now be located by the injection of certain dyes and taking of x-rays (angiography). By surgery they can be removed. From present evidence, one third of all strokes can be attributed to blocked neck vessels.

Successful Operation

Dr. De Bakey of Houston tells of a 60-year-old woman, almost completely paralyzed, with such a stroke, who 24 hours after surgery on a neck clot, was walking and talking normally. He has operated on 300 such cases.

Following such surgery it may be necessary to rehabilitate some of the limb muscles which have been weakened or partially paralyzed. Wonders are being accomplished these days through physiotherapy in stroke cases.

The hope for such cases today lies in getting them into medical centers, experienced in handling the results of strokes. Present legislation in Congress is being promoted for the establishing of more well equipped and staffed centers for treating such vital catastrophes. Remind your congressman that you are hopeful for its successful passage and implementation.

News From Canada

(continued from page 118)

"It is inevitable that organized wage and salary earners will seek substantial wage increases when times are good, and when the labour market is relatively tight they will use the strike as a means of enforcing their demands," the CLC continued. "It would be very extraordinary if this did not happen. It is difficult to conceive of a situation where corporations making high profits will voluntarily increase wages rather than pay out higher dividends or divert their profits in other directions. . . .

"We are much more concerned with the charge that strikes, or some of them, have been contrary to public well-being. We submit that a distinction must be made between hardship and inconvenience. It is quite true that the primary purpose of strike action is to shut down the employer's operations and to cause him to accede in whole or in part to the union's demands. The question is whether or not unions should be permitted to do this even if the public as a whole is involved through the interruption of services or a shutdown in the production of goods. We would be prepared to argue that the inconvenience which has resulted from some recent strikes is no greater, in fact very considerably less, than the loss which the public consistently suffers from built-in obsolescence and other means used by corporations to reduce quality and thereby reap greater profits."

Better Procedures Needed

The CLC said prohibiting strikes was no solution to industrial disputes:

"We think that effective remedies lie elsewhere. These include encouragement for labour and management to develop better collective bargaining and disputes settlement procedures by themselves through voluntary agreement; more skilled conciliation services on the part of the government; and a greater obligation on the part of the so-called essential industries to deal in good faith with the unions of their employes."

Government had demonstrated a greater willingness to intervene to stop strikes than to prevent them from happening.

The use being made by employers of injunctions was an example of the inequality which exists between employers and trade unions. Picket lines were not only an indication to the public that a strike was in progress but were also a demonstration by the strikers of their determination and an indication of their solidarity. To deny them that right was to interfere with basic civil rights which were enjoyed by other Canadians. Through injunctions strikers were prevented from picketing but there was nothing to stop the employer hiring strikebreakers.

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago, Ill. 60604, has been designated to receive and compile this information.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., 905 Healy Bldg.
Tel. JAckson 2-4229

Baltimore, Md. 21202. Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. MUlberry 5-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. DUmont 4-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. LIberty 2-3270

Chicago, Ill. 60602. Henslee-Monek - Henslee, 120 Madison Bldg.
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Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. ALpine 5-3603

East St. Louis, Ill. 62201. Dan McGlynn, 120 N. Main St.

Fort Worth, Tex. Contact George L. Schmidt, at Houston, Texas 77004.

Houston, Tex. 77004. George L. Schmidt, 4714 Fannin
Tel. JA 6-1564

Kansas City, Mo. 64105. Norman R. Jones, Suite 1420, Commerce Tower, 911 Main Street
Tel. HA 1-5411

Little Rock, Ark. 72201. Norman R. Jones, 607 Pyramid Bldg.
Tel. AC 501, Franklin 5-7497

Los Angeles, Calif. 90012. Clifton Hildebrand, 205 S. Broadway, Suite 400
Tel. MAdison 9-2214

Minneapolis, Minn. 55402. Eugene Rerat, 1100 First National Bank Bldg.
Tel. FEderal 9-9231

New York, N.Y. 10017. John V. Higgins, 535 Fifth Ave.
Tel. YUkon 6-1377

Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. GLencourt 1-6732

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Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
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Seattle, Washington 98104. Arthur E. Piehler, 1519 Norton Bldg.
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Federal Employers' Liability Act

By Howard Metzenbaum, Attorney

When an employe is stricken ill or injured on the job, even though the railroad may not have been at fault, an obligation arises on the part of the railroad to give the employe whatever aid may be necessary. So too, if an employe who is ill or unable to perform heavy labor is forced to do so, the railroad may well be liable for resultant injury.

Is the railroad liable if one employe deliberately injures another? The answer is yes—under some circumstances. If one employe injures another in furtherance of the railroad's affairs, the railroad could well be liable for it. This occurred in one case where a foreman, displeased at a workman's work, rushed at him and knocked him to the ground, causing him injury. On the other hand, the railroad would not have been liable had they been involved in a fight involving a personal grudge. Carrying this one step further, however, the railroad might be liable if the aggressor in a fight had a history of malicious and fighting tendencies. Employment or retention of an employe known to be dangerous constitutes a breach of the railroad's duty to provide its employes with a safe place to work.

Method of Carrying Hoses

Plaintiff had been employed by the railroad for a number of years and during most of the time it was his responsibility to pick up air and water hoses when they were left on or near tracks by fellow employes. One day he was injured when the nozzle of a hose he was carrying flopped over and struck him on the knee. The plaintiff was able to recover because there was evidence that while the railroad knew that the ends of hoses frequently fell down if they were not tied, it did not make any rules requiring hoses to be tied.

This case emphasizes the continuing obligation on the part of railroads to make rules and regulations which will enable work to be performed safely.

Working Under Dangerous Conditions

A railroad may be liable for not furnishing a safe place to work by carelessly creating dangerous conditions. In one case a laborer slipped and fell while shoveling soap powder. A lump of soap was found stuck to the sole of his shoe. There was some evidence that rain seeping through a leak in the roof of the building had made the soap sudsy and slippery. The railroad was found liable for allowing the employe to work under unsafe conditions.

Presumption of Negligence

There are times when the railroad may be held responsible for an accident just from the fact of the occurrence of the accident. At such a time the actual negligent act of the railroad need not be shown. In such an instance it is presumed that the accident would not have happened had the railroad not been negligent. In legal terminology this is known as "res ipsa loquitor."

An example of this rule of law occurred in a case where an employe was using a jack to lift a hopper car. The jack slipped and threw another employe into the air. The court held that there was a presumption of the railroad's negligence since the jack was under the railroad's control and the accident was not one which would ordinarily occur in the absence of negligence.

Safe Place To Work

The rule requiring the railroad to provide employes with a safe place to work occasionally provides some rather unusual situations of negligence. In a recent case an employe had a history of irrational and violent behavior that required his confinement in a mental institution. Upon his discharge he was rehired by the railroad, after consultation with the institution's doctors. He went around telling his fellow employes that someone was out to get him. This was reported to supervisory personnel, but they did nothing about it. One day he got a gun and killed a fellow employe who he thought was the one "trying to get him." The deceased employe's estate was allowed to recover damages on the grounds that the railroad failed to furnish the employe with a safe place to work by permitting a dangerous employe to work with him. The court was particularly concerned with the threatening statements, which the railroad did nothing about.

An Element of Damages

A proper and important element of damages in a personal injury case is the impairment of future earning capacity. This would be significant in cases of permanent injury. The objective is to place the plaintiff in the same economic position that he would have been in had the injury not occurred. The formula consists basically of determining what the plaintiff's earning power would have been but for the injury and deducting from that figure what it probably will be thereafter. It is obvious the figure arrived at could be substantial. In many permanent injury cases it constitutes the primary element of damages.

Assumption of Risk

While employed in one of the railroad's shops an employe developed dermatitis, probably from a rust inhibitor used in diesel locomotives. He sued the railroad for his injuries. The railroad claimed that in again taking a job of working with diesels he had assumed the risk of recurrence of dermatitis. The court disregarded this defense. It instructed the jury that the employe could not be held to have assumed the risks of his employment where his injury was due to the negligence of the railroad. Since the 1939 Amendments to the FELA assumption of risk is no longer a defense.

A similar problem may arise when an employe had to leave his employment due to his dermatitis. Let us assume that he made a settlement with the railroad for his injury. Later, however, his dermatitis cleared up and he returned to work at his same job. Assuming that he again sustained a contact dermatitis, the railroad could not, even then, validly argue that he assumed the risk of recurrence when he returned to work.

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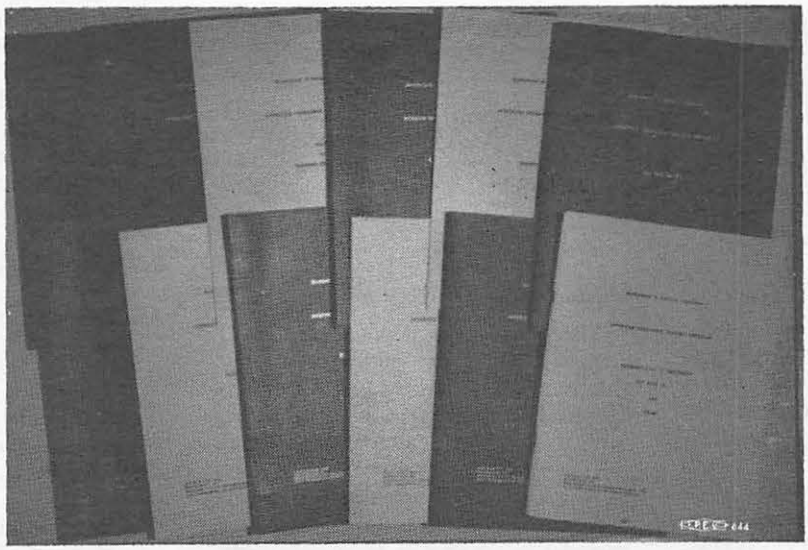

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SHANTY BANTER

GOOD RISK

"Why in the world did you ever write a policy on a man 98 years old?" asked the indignant insurance inspector.

"Well," explained the new agent, "I looked in the census report and found there were only a few people that age who die each year."

Drop cigarettes before cigarettes drop you—forever.

TWO OF A KIND?

A farmer couldn't tell his two horses apart, so he tried cutting the tail off one horse. This didn't work because it grew right back. Then he cut the mane off the other horse. This didn't work either because it grew back. Finally, he measured them and found that the white horse was two inches taller than the black horse.

The results of her cosmetics will help a girl catch her man . . . The results of her kitchen will help a girl keep her man.

ASK AN EXPERT

Mother's reply to her daughter's questions on the subject of matrimony: "You'd better ask your father's advice. He made a much smarter marriage than I did."

Intuition is what enables a woman to contradict her husband before he says anything.

THINK OR SINK

"What are these C's and D's on your report card?" shouted Dad to Junior.

"They're vitamin grades," replied Junior, without batting an eye.

A study indicates that men and women are about equal in hearing ability. The girls are ahead, though, in not listening.

SOME SOILED STORY!

"Boy, oh boy! Do I have some dirt to spill. But listen carefully, 'cause I can only tell it once. I promised not to repeat it."

COMMUNICATION PLUS COURTESY

"Operator!" shouted an angry voice into the telephone.

"Yes, sir. May I help you?" she asked politely.

"I've dialed the number I want three times and each time I get a wrong number. Is your company nuts or am I going crazy?"

"Please dial 113 for information," she replied in the same polite tone.

The reason man's best friend is a dog is because he wags his tail instead of his tongue.

"A" FOR THE DAY

"Come to order, class," demanded the science teacher. "Now, who can tell us the name of a liquid that will not freeze at any temperature?"

Several hands shot up. Even Moosehead, on the brink of flunking the course, raised his hand. Naturally, the teacher called on him. "What liquid did you choose, Mr. Moosehead?"

"Boiling hot water," he boasted.

HIGH COST OF IMAGINATION

"Twenty-two dollars for that bathing suit? That's ridiculous! There's hardly two dollars worth of material in it."

"My dear," replied the saleslady, "you're not paying for the material. You're paying for what's left to the imagination."

Vision: That which is ascribed to people who have guessed correctly.

TIME TO SPARE

A traveler in the mountains stopped to talk to an old man sitting in the doorway of his cabin.

"Have you lived here all your life?" he asked.

The old man answered, "Not yet, I haven't."

The average man's idea of a good sermon is one that goes over his head and hits a neighbor.

AGE WILL TELL

The late Ty Cobb had a lifetime batting average of .367 in the big leagues. "What would you hit in modern baseball?" a fan once asked the Georgia Peach.

"About .300," said Cobb.

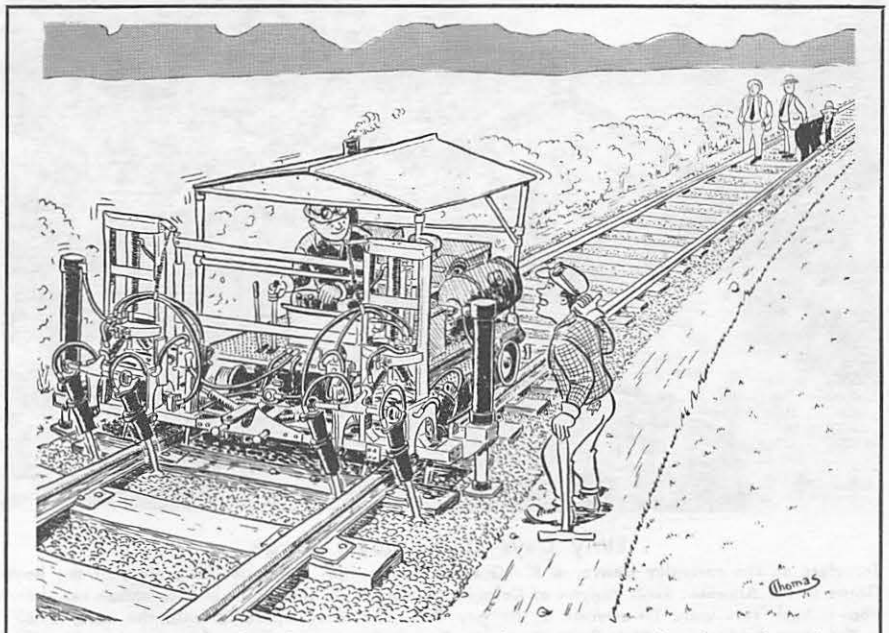
"You mean the game is that much tougher today?" the fan asked.

"Naw," said Cobb, "but you've got to realize, pal, I'm 65 now."

NEEDS A HEARTY BREAKFAST

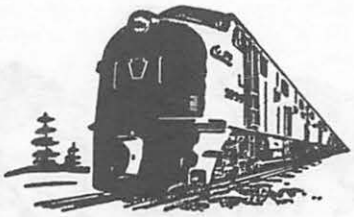
"What is the most important meal?"

"Breakfast. My wife gets upset if I'm not home by then."



". . . These 'technological improvements' cut down on our jobs, but what about supervision?"

Railroad NEWS IN BRIEF



THE U.S. POSTAL DEPARTMENT is flying first-class mail from New England to the Midwestern states rather than shipping it by rail because trains are consistently late, according to a postal official in Boston. He added that the railroads fail to maintain their schedules and that the Post Office Department could not achieve proper delivery of mail with trains consistently arriving late. The railroads place a large share of the blame for discontinuing passenger trains on the loss of mail shipments.

AN INTERSTATE COMMERCE COMMISSION hearing examiner has recommended that three railroads be permitted to purchase the Alton & Southern Railroad from the Aluminum Company of America. Under the plan recommended, the Missouri Pacific Railroad, St. Louis Southwestern Railway, and the Chicago & North Western Railway would own an equal share of the A&S, a switching road in the St. Louis area.

THE ATLANTIC COAST LINE RAILROAD'S net income rose 29.7 percent during the first three months of this year, compared with the same period last year. The ACL's net income of $6,748,000 for the first quarter of this year was the highest in its history.

THE CURRENT KNOWLEDGE EXPLOSION "is going to produce super railroads with performance greater than our wildest expectations," according to William J. Quinn, president of the Burlington Lines. He said railroad technology is only in its pioneering stage. He described a railroad as "a controlled guidance system utilizing a flanged wheel on a steel rail, capable of being engineered to fail-safe standards." In an address to a railroad group, Quinn said railroads have a bright future.

THE UNION PACIFIC RAILROAD has been awarded first place honors in its class for employe safety in 1966 according to the National Safety Council. U.P. maintained the best employe safety record among railroads whose employes worked more than 40 million man-hours during the year. The award is based on the number of casualties per million man-hours worked. U.P.'s 1966 rate was 5.71. This is the fifth consecutive year the railroad's employes have earned top honors in the Employes National Safety Award Program.

THE RAILWAY LABOR EXECUTIVES' ASSOCIATION has submitted a brief to the Interstate Commerce Commission calling for rejection of a proposal by the Chesapeake & Ohio to discontinue passenger service affecting a large area it serves. The C&O is seeking authority to eliminate trains 43 and 46 between Portsmouth and Charlottesville, Virginia; 3 and 4 between Washington, D. C. and Cincinnati, Ohio, and 46 and 47 between Ashland, Kentucky and Toledo, Ohio.

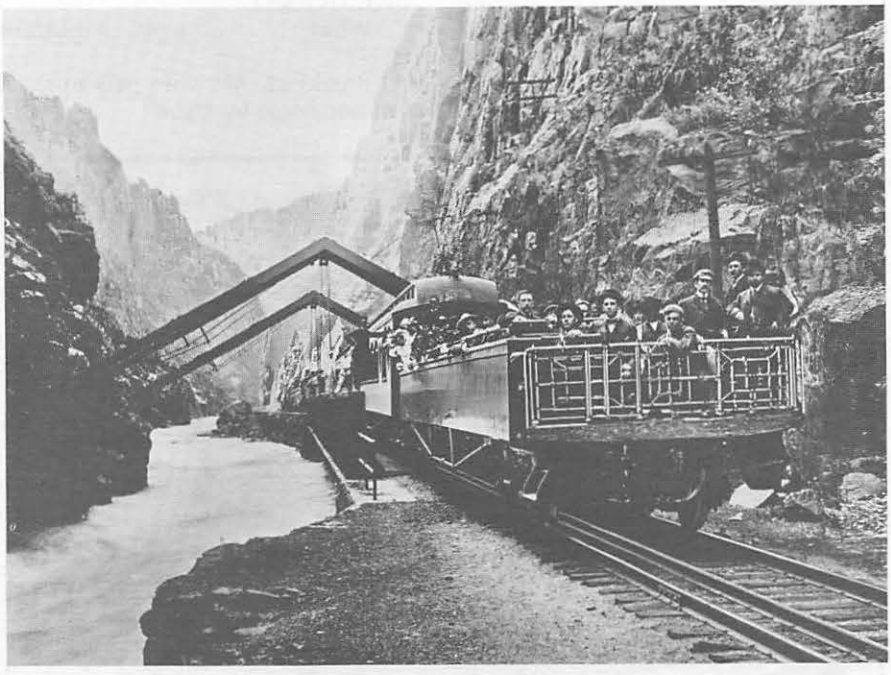
THE PENNSYLVANIA RAILROAD attributed an increase of over $3.3 million in passenger revenues last year, compared with 1965, to bargain fares and promotional programs.

THE ILLINOIS CENTRAL RAILROAD plans to build a bypass around Chicago to improve service between Chicago and Omaha on its western lines. It will eliminate switching western lines freight at two downtown yards. Initial cost of the move will be $1,250,000 and will facilitate development of the IC's estimated $200 million in air rights over Chicago's downtown lake front area.

THOMAS M. GOODFELLOW, president and general manager of the Long Island Railroad, was recently elected president of the Association of American Railroads by the AAR Board of Directors. He assumed the office on June 1. Daniel P. Loomis, president of the AAR since July of 1957, will continue to serve as consultant until his retirement at the end of the year.

TOTAL REVENUE FREIGHT TONNAGE originated on lines of Class I railroads in 1966 was an estimated 1,435 million tons, up 3.4 percent over 1965.

MAIL REVENUE DECLINED by 2.4 percent in 1966 to a total of $304 million. The Nation's carriers have continually pointed to the loss



Early Days at the Royal Gorge

Travelers on the early-day Denver & Rio Grande Western got a breath-taking view of the Royal Gorge in the Arkansas River canyon of Colorado as they rode the open-air observation car shown above. Such cars were introduced in the gay 90's, and were operated until the early 1920's.

The short bridge on which the train is standing had a unique type of suspension. The third rail in the track accommodated narrow-gauge trains, which have also disappeared from the Rio Grande, except for a branch line.

of mail revenues as a cause for discontinuing passenger trains. The nominal loss in 1966 over 1965 revenues from this source does not support the carriers' argument.

RAILROADS IN 1966 earned a return of 3.91 percent on their average net property investment, according to the Association of American Railroads. Net property investment includes cash and materials and supplies at the close of the year.

UNIT TRAINS HAULING COAL have helped to reduce electric rates for consumers. The Commonwealth Edison Company in Chicago recently announced a reduction in rates for electricity by $3.5 million annually. The reduction reflects lower fuel costs obtained by the operation of unit trains from coal mines to generating stations.

Watkins Heads Oklahoma House Delegation at Washington Conferences

OUR BROTHERHOOD'S GENeral Chairman on the Rock Island, Brother Ralph A. Watkins, was recently chosen by the Speaker of the House of Representatives of the State of Oklahoma as Chairman of the House Delegation to attend a conference of the President's Committee on Employment of the Handicapped held in Washington, D. C. Brother Watkins is a long time member of the Oklahoma House of Representatives.

Brother Watkins advised the Journal that he considered it a distinct honor for a member of our Organization to be chosen by the Speaker of the House of Representatives to head the House delegation to the Conference. We agree and are proud that Brother Watkins' record as a member of the Oklahoma House of Representatives warranted the Speaker to recognize and designate him to fill this assignment.

Upon the Delegation's return from the conference, Brother Watkins submitted a report to the Speaker in which he gave a resume of the delegation's participation in the meetings held in Washington on April 26 and 27.

After arriving in Washington, the delegation attended a reception held by the Disabled American Veterans to honor the "Ability Counts" contest winners from all 50 states.

The delegation then participated in various group discussions concerning increased employment opportunities for the handicapped and the expansion of sheltered workshop facilities. Discussions of problems of disabled persons were held with the representatives of other states and an exchange of ideas proved beneficial to all.

The House Delegation joined other Oklahoma delegations while in Washington to prevail on representatives of the White House, the Pentagon, Defense Department, Air Force and other Governmental Departments to make defense installations, such as Tinker Air Force Base, a "demonstration project" to determine the feasibility of three of the President's programs: War on Poverty; War on Waste; and Hiring the Handicapped. This plan, previously suggested by the Governor's Committee, suggested jobs be created for handicapped workshops by sorting aircraft hardware, sharpening of drill bits, and other cost-saving operations.

Brother Watkins expressed the opinion that much progress was made concerning the proposal and the "demonstration project" appears to be a reality. In concluding his report to the Speaker, Brother Watkins said the meetings were most informative and successful and recommended that the House of Representatives send a delegation annually to attend them.

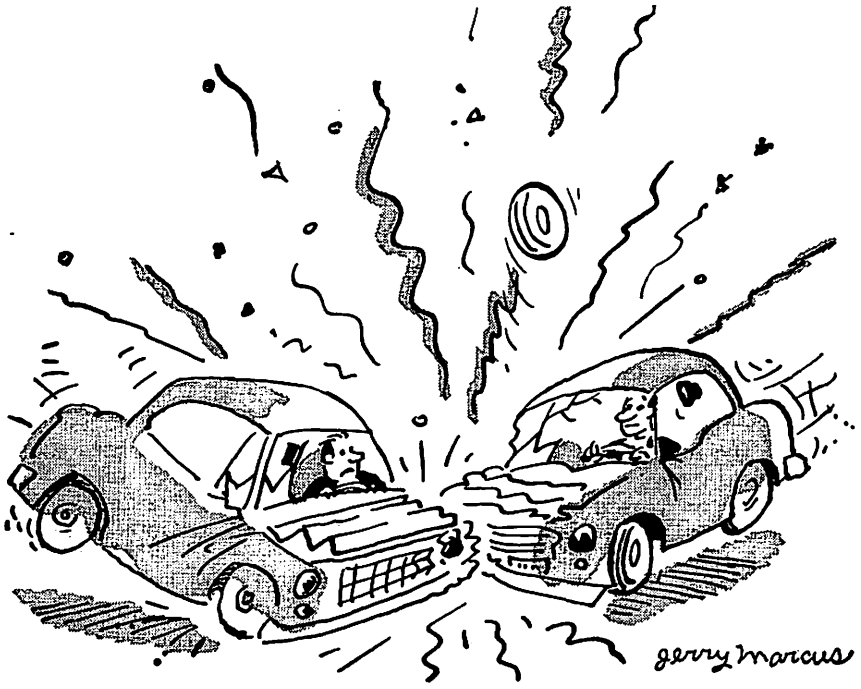
The President's Committee on Employment of the Handicapped is headed by Mr. Harold Russell. In addition to his duties in this post, Mr. Russell fills several other important assignments and has found time during a busy schedule to write a book titled "Victory in My Hands." The book was published in 1949 and has been translated into 20 languages. It tells how Russell overcame his disability after a training accident at Camp Mackall, North Carolina, cost him his hands.

Russell won an Oscar as the best male supporting actor for his role of Homer Parrish, which he played in the film "The Best Years of Our Lives." Mr. Russell has been an inspiration to thousands of disabled persons, especially veterans, in their uphill fight to rehabilitate themselves.

The Brotherhood congratulates Brother Watkins for filling with distinction his important assignment as Chairman of the Oklahoma House of Representatives delegation to the meetings in Washington. It is an accomplishment and honor which we are sure will remain with him always.

Brother Watkins took the opportunity while in Washington to meet with many of the Congressmen from his State and advise them that railroad workers are against any form of compulsory arbitration of disputes between the carriers and Organizations.

While in Washington, General Chairman Ralph Watkins, right, posed for this picture with Mr. Harold Russell, center, Chairman of the President's Committee on Employment of the Handicapped, and Mr. Alvin Hollingsworth of the AFL-CIO.



WAS IT SUDDEN?

MOST OF US THINK OF A traffic accident as happening very suddenly. To most drivers and their passengers it does happen suddenly. However, the more we are able to understand accidents, the more we can observe that accidents and their consequent injuries result from a sequence of events that began a long time before.

In their annual highway safety booklet entitled "Was It Sudden," The Travelers Insurance Companies pointed out "Even though we don't know as much as we should about these events, it seems reasonable that there are many steps that we can take—not only as drivers, but as voters, taxpayers, consumers, parents, even as passengers—to interrupt this sequence."

The suggestions in the booklet, Travelers said, do not pretend to be a complete list. It noted that some of the safety standards issued by the National Traffic Safety Agency are included in or can be added to present cars. "All of them are an important part of the nation's intensified efforts to reduce the traffic accident toll—a toll which in 1966 reached 52,000 deaths, nearly 4½ million injuries," the booklet points out.

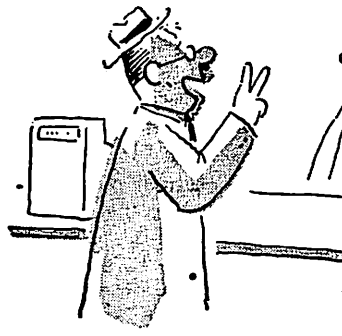
Young Drivers Record Worsens During 1966

The record of young drivers worsened in 1966, the booklet stated, and added: "Drivers under 25 years of age were involved in almost 32 percent of the fatal accidents as compared to 30.3 percent in 1965."

The booklet contains the following comment on highway accidents:

Drivers under 25 constitute about 19 percent of all licensed but were involved in almost 70 percent more accidents than their number warrants. . . Both groups of older drivers, those in the 25-64 year bracket and those 65 and over, improved their records in 1966.

Over the years young drivers (under 25) and old drivers (over 65) have been involved in proportionally more fatal accidents than nonfatal accidents. The reasons for this are obscure. Perhaps it can be accounted for by saying that the young are quick and impatient and the old are stubborn.



"Two

Gal vs. Man

Which is the better driver, man or woman? From the information available today it is impossible to tell. Available figures show only accident involvement by sex and do not take into account the number of miles driven or the conditions under which the driving was done. Thus no conclusion can be drawn.

One fact is inescapable, however. Over the years the figures have shown that males are much more apt to be involved in fatal accidents than females. Perhaps this is indicative that males drive more miles than females, drive faster and under more difficult conditions. More research may provide the answer.

Motorcycle Boom Adds Woes

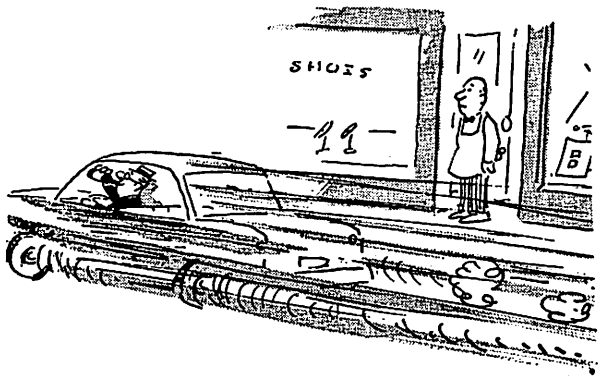
In recent years motorcycle registrations have doubled and so has their accident involvement. It is estimated that motorcycles constitute less than two percent of all registered vehicles, yet they were involved in 2.6 percent of all fatal accidents in 1966.

Passenger cars and commercial vehicles continue to be involved in accidents in approximate proportion to their numbers. Commercial vehicles, driven many more miles per year than passenger cars, are involved proportionately in twice as many fatal accidents as nonfatal accidents.

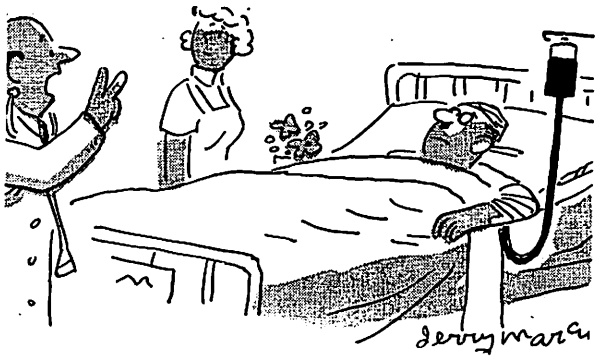
What You Can Do

There are many ways in which you can help try to break the long chain of events that lead to traffic accidents. Here is a list. These actions won't, of course, guarantee you immunity from accidents. But they seem to be reasonable steps toward safer driving.

It helps to think of the accident sequence as having three phases:



pints."



"Two pints."

Phase I: The events that lead to the crash.

Phase II: The crash itself and the so-called "second collision" of the driver and passengers against the interior.

Phase III: The emergency care.

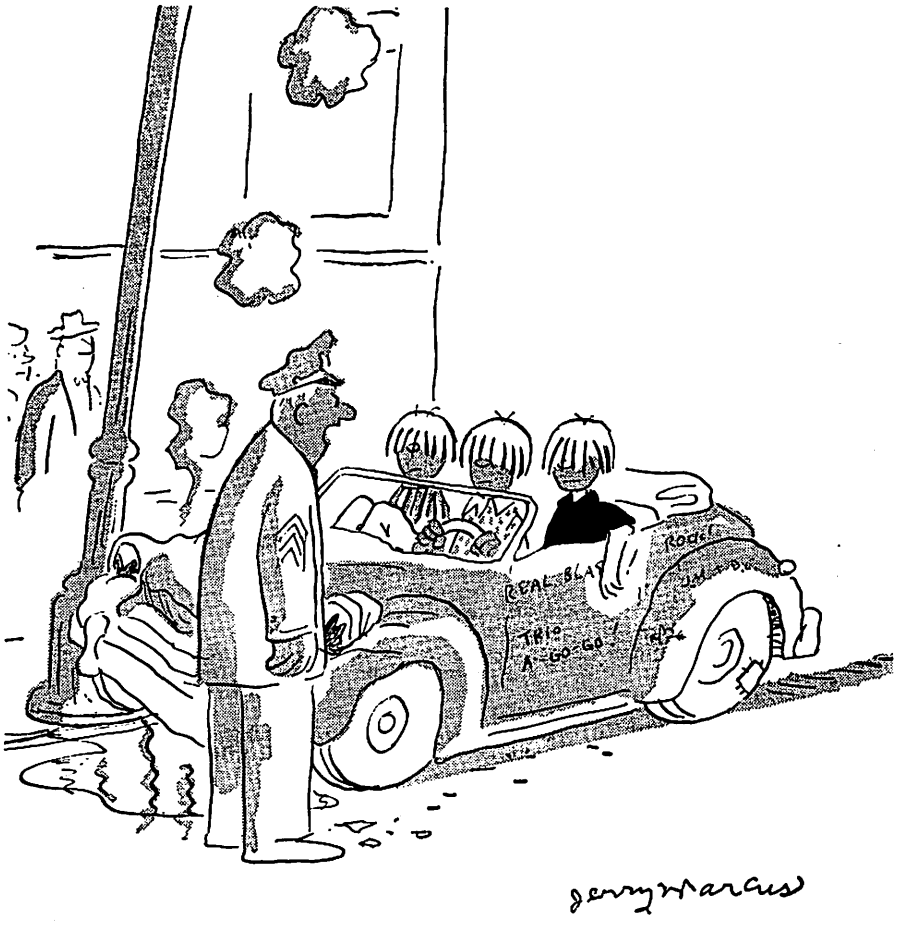
Phase I: What You Can Do

- Update your driving skills. Take a driver refresher course.
- Practice "defensive driving."
- On new cars, look for these standard or optional safety features: Braking system with back-up feature in case of failure; four-way flasher, side marker and back-up lights; non-glare surfaces on wiper arms, horn ring, etc.; outside rear view mirror; two-speed windshield wipers not affected by engine load; windshield washers; tires suitable for your driving.
- On used cars, be sure to have a competent check-up covering brakes, lights, steering, tires, exhaust, glass, wipers and washers, mirrors and horn, etc. Used cars can be equipped with some of the new safety features—even a back-up braking system.
- Maintain your car. Faulty lights and brakes led the list of causes for rejecting nearly half a million cars in a 1966 nationwide check.
- Keep fit and healthy. If you have any complaints, consult your physician. Make sure your vision is sharp.
- Limit your driving when you are tired, ill, emotionally upset, under medication, etc.
- Don't drive if you are under the influence of alcohol; it is against the law.
- Adjust your speed to highway, weather, traffic and other conditions.
- Plan, so as to avoid hurried driving. Don't rush. It is much better to telephone ahead to say you'll be late.
- Keep your temper under control.
- Support better law enforcement, highway improvement, improved driver licensing, etc.

Phase II: What You Can Do To Help Prevent Injury

Here is what you can do to reduce the likelihood of injury in that so-called "second collision."

- For the front seats use "three-point" seatbelts (having diagonal upper body belt). Provide seatbelts for all back seat passengers.
- Try to see if you can obtain doorlocks children can't open unintentionally.
- In choosing a new or used car, look for interior design features, such as padded dashboard, etc., that reduce the severity of impact injuries.
- Also look for impact protection from the steering control system.
- If you ever need to replace the windshield, be sure to specify the new safety glass called for by the new Federal standards.
- Keep articles off the rear shelf.
- Fasten the spare tire, tire jack and tools securely.
- Always remember: The higher the speed, the greater the severity of the accident.



"All right, then. Who was able to see the pole?"

Phase III: What You Can Do To Improve Emergency Medical Care

Here are some actions you can take to reduce the likelihood of serious injury or death following an accident:

- Take a first aid refresher course.
- Carry warning flares, a first aid kit, flashlight, etc.
- Consider this: On a main highway serving a major U.S. city, a recent survey showed an average delay of about 45 minutes between an accident and the arrival of medical aid. You are a voter and a taxpayer. Work in your community to: establish an efficient, fast-acting accident notification system; provide modern, adequate and fast equipment to go to the scene of an accident; train properly the personnel who operate this equipment; support your local hospital in the development of an emergency medical facility.

Alcohol and Accidents

Alcohol has been found to be a contributing factor in more than half of fatal traffic accidents.

This fact has been established through post-mortem studies of persons killed in these accidents. These studies have been conducted in a number of states, and the results agree remarkably well.

Thus the evidence is clear that there is a significant connection between alcohol and traffic accidents, especially fatal ones.

You, as an individual, will have to make up your own mind about your personal drinking habits and driving a car. Obviously, you enormously increase your chances of being in an accident—involving not only yourself but others—when you drive after drinking. And the research on this subject shows clearly that you increase your risk with each additional drink you take.

For our society as a whole, devising effective and acceptable actions to break the connection between alcohol and accidents is surely one of the most important traffic safety problems we face.

Travelers Advice To Parents of Young Drivers

WHAT PARENTS CAN DO. Each year, two out of five drivers under 20 are involved in traffic accidents. More children and young adults die from these accidents than from any other single cause. These accidents didn't happen suddenly.

Many parents have asked our Women's Information Bureau for advice to help keep their youngsters from being killed or injured behind the wheel. Reproduced here is our reply:

THE TRAVELERS
INSURANCE COMPANIES

Women's Information Bureau

One Tower Square
Hartford, Connecticut 06115

Dear Parent:

We would like to offer a word of comfort to you both, as your own youngster begins his driving career.

The first thing to understand is that driving is a skill, and that--like all skills--it requires much practice. The heads of many Driver Education programs at schools advise newly-licensed drivers to log hundreds of driving miles under certain controlled conditions.

Their recommendations, which parallel the recommendations of safety experts here at The Travelers, are these: 1. The youngster should be driving a car that's mechanically sound. 2. He should be solo-driving, or driving with his parents, not with a carful of chums. 3. He should be driving on little traveled roads. 4. He should be driving in daylight, only in fair weather at first.

Gradually, as handling a car begins to feel natural to him--and remember, each car handles differently--you'll want him to drive in a variety of situations under your supervision.

In your talks with your children, one point you should try to emphasize most is this: "The car you are driving is our legal and moral responsibility." Even if your youngster has saved enough to pay for a road-worthy car of his own, that car is still your responsibility. This gives you, as parents, indisputable authority to take away driving privileges temporarily when you believe they've been forfeited.

You will find that such an understanding with your youngsters should probably work out pretty well. It just seems to take a little patience, the courage and self-discipline to use your parental authority justly...and a sturdy sense of humor!

Sincerely

Pamela P. Greenwood

The Travelers Women's Information Bureau

Speed Biggest Killer

Speed was the biggest killer on the nation's highways during 1966. Approximately 18,460 persons were killed in automobiles as a result of speed. This was 14.4 percent of the total fatalities. Driving on the wrong side of the road and reckless driving were the next biggest killers, each accounting for 6,560 deaths or 14.7 percent respectively of the fatalities. Cars not having the right of way were the next biggest cause with 6,200 or 13.9 percent of the fatalities. This was followed in order of highest fatalities by cars driven off the roadway and passing on the wrong side.

More people are killed and injured on week-ends than on other days. Saturday is the most dangerous day to travel while Tuesday recorded the lowest number of deaths and injuries. During 1966, 21.6 percent of the 52,500 fatalities suffered occurred on Saturdays. Sundays accounted for 18.3 percent of the fatalities and 16.7 percent happened on Friday. Only 10.3 percent of the fatalities occurred on Tuesdays.

Summary

The summary for 1966 shows that there was 52,500 deaths suffered on the highways, an increase of 8 percent over 1965; injuries were sustained by 4,400,000 persons, 300,000 more than 1965; 286,000 pedestrians became casualties; almost 88 percent involved in accidents were passenger cars; almost 32 percent of the drivers involved in fatal accidents were under 25 years of age; four out of five personal injury accidents occurred in clear weather on dry roads; 20,950 deaths, 40 percent of the total, occurred on week-ends, and car-versus-car accidents

killed 21,500 and injured 3,273,600.

The Travelers booklet stressed that "Every man, woman, and child has a stake in the traffic problem. Each must do all in his or her power to eliminate the terrible carnage on our highways." It concluded that "Research can tell us why and how accidents occur. Their prevention is still largely up to the driver."

Railroad Retirement Act

What Bill H.R. 8777 Would Do

A bill was recently introduced in Congress to increase annuities under the Railroad Retirement Act and to improve sickness and unemployment benefits. The bill, H.R. 8777, would do the following if it becomes law:

Railroad Retirement Act

- The bill would increase employe annuities by an amount approximately equal to 110 percent of the increase the employe would receive as an increase in social security benefits under the proposed 1967 amendments to the Social Security Act if his average railroad compensation were his average monthly wage under the Social Security Act. There are a few exceptions to avoid duplicating what might be considered excessively generous increase. The increase would be reduced by the amount of the 1967 raise in social security benefits if the individual is also entitled to a social security benefit. However, every employe would get an increase of at least about $10 despite the social security offset. The increase would be paid to employes receiving supplemental annuities without any offset on that account.

An employe whose average railroad monthly compensation is less than $100 would be treated, in determining the increase, as having compensation of $100.

The increases would range from the minimum of about $10 to a maximum of $49.61 (in the future for an individual with monthly compensation of $851 to $900). The average increase in annuities now on the rolls would be about $17 and for annuities currently being awarded, the average increase would be about $19 (both before the offset for 1967 increases in social security benefits).

- Spouses' annuities and survivor annuities would be increased in a similar way, but the minimum increase would be about five dollars a month.
- Annuities would be provided for disabled widows regardless of age.
- The bill would provide no increases in railroad retirement taxes. The Social Security amendments of 1967 themselves, however, would automatically increase the railroad retirement tax by one-tenth of one percent and later by an additional five-hundredths of one percent and would also cause the taxable and creditable compensation limit to increase by stages, reaching $900 a month from 1974 on.

Railroad Unemployment Insurance Act

- The bill would increase the maximum daily rate for both unemployment and sickness benefits from $10.20 to $14.40.
- Sickness benefits would be payable for 10 days in the first benefit period instead of only 7. Unemployment benefits are now paid for 10 days in the first benefit period.
- Extended and accelerated benefit periods would be provided for sickness benefits as they are now provided for unemployment benefits in the case of employes with 10 or more years of service.
- The contribution base limit would be increased from $400 to $550 a month to finance the changes in the unemployment and sickness insurance program. The contributions to finance the unemployment and sickness benefits are made solely by the carriers.

Longhurst Named Acting Director of the Bureau of Railroad Safety

All of the railroad safety functions formerly handled by the Bureau of Railroad Safety and Service of the Interstate Commerce Commission have been transferred to the Federal Railroad Administration.

Complaints and inquiries relative to the Signal Inspection Act and other associated matters may be referred to the new office. Correspondence should be addressed as follows:

Mr. Howard R. Longhurst
Acting Director
Bureau of Railroad Safety
Federal Railroad Administration
12th and Constitution Ave.
Washington, D. C. 20423

If members of the Brotherhood know of locations where signals and associated apparatus are not being maintained and inspected in accordance with the provisions of the Signal Inspection Act, they may call such violations to the attention of Grand Lodge who will call the violations to the attention of the Acting Director. Information furnished on the violations should contain specific locations where the violations occur and a brief description of the violation.

All such information will be treated confidential.

I.C.C. Approves Merger Of C. & N. W. And C. G. W.

THE INTERSTATE COMMERCE Commission has unanimously approved the merger of the Chicago & North Western and Chicago Great Western Railways, effective June 1.

The I.C.C. specified certain conditions the new company must satisfy, including protection for employes who may be adversely affected and operating concessions to the Soo Line.

The I.C.C. said the transaction will result in hardship or inconvenience for some of the employes, their families and the communities served by the carriers.

It found that the "job attrition" concept would be the basis for fair and equitable employe protection.

Employes required to transfer because of the merger will have the right to accept a separation allowance rather than transfer.

The Commission set down a listing of trackage rights to be available to the Soo Line and specified other safeguards in its report.

Credits For Military Service Under The RRA

A LARGE PROPORTION OF the men working in the railroad industry have served with the Armed Forces of the United States. The following questions and answers explain when they can receive retirement credit under the Railroad Retirement Act for their military service. Special emphasis is given to the problems that arise because of the restrictions on the crediting of military service toward more than one benefit from the Federal Government.

1. *Under what conditions can an employe receive credit under the Railroad Retirement Act for time spent in military service?*

There are generally two conditions which must be met: (1) he must have entered the Armed Forces while the United States was at war or in a state of national emergency, and (2) he must have previously worked in the railroad industry, either in the year he entered military service or in the preceding year.

2. *What are the dates of the periods when the United States was at war or in a state of emergency?*

Starting with World War I these are:

World War I.—April 6, 1917, through November 11, 1918.

World War II national emergency. —September 8, 1939, through June 14, 1948.

Current national emergency.—December 16, 1950, to date.

3. *I was drafted in 1949 before the current national emergency began. Can I receive credit for my military service?*

Yes. You can get credit for military service outside of a war or emergency period, providing you did not enter the service voluntarily. Also, if you entered military service during a war or emergency period and were required to stay in service after this period, all of your service can generally be creditable.

4. *I did not go to work for a railroad until after my discharge from service in 1947. Does this mean that my military service will not be creditable?*

It is not creditable under the Railroad Retirement Act. However, it is creditable under the Social Security Act and will be treated like any other social security employment in determining what benefits are payable to you and your family under each law.

5. *I was working for a railroad at the time I was drafted in 1957. Social security taxes were deducted from my base pay while I was in service. Will this military service be creditable under the Railroad Retirement Act or under the Social Security Act?*

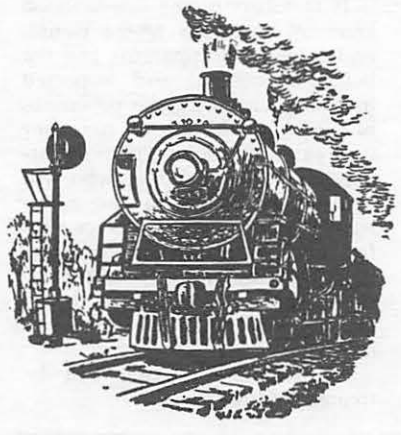
If your total service—railroad and military combined—equals at least 120 months, you can receive credit under the Railroad Retirement Act for military service after 1956 on which social security taxes were paid. If you do not meet the 120-month requirement on this basis, your military service will be creditable under the Social Security Act.

6. *I was in the United States merchant marine for 3 years during World War II. Can I receive credit for this service?*

No. Service with the merchant marine or civilian service with any of the service agencies is not creditable.

7. *I work for a railroad and am a member of the Army Reserve. If I should be called to active duty, can I receive credit for my active service?*

Yes. If you are a member of the National Guard or one of the Reserves, you may receive credit for your military service if you are called to active duty during the present national emergency. Of course, you must have worked for a covered employer in the same or preceding calendar year. Your receipt of this credit is also contingent on your satisfying the 120-month requirement as explained in question 5.



8. *Will I receive higher benefits because I have creditable military service?*

You may or may not receive higher benefits. This depends mainly on whether your military service is also a basis for benefits from another Federal agency. More details on this are covered in the questions below. In any event, your annuity will never be less than it would have been if you had not claimed credit for your military service.

9. *How will my creditable military service be used in figuring the amount of my annuity?*

That will depend on when you were in service. If your military service was performed after 1936, it will be treated as if it were railroad service for which you were paid $160 a month.

Military service performed before 1937 can be used to increase the years of service to your credit. (Like railroad service before 1937, however, it cannot be used to bring your total service to more than 30 years.) The average earnings on which your annuity is based would not be affected by this service.

10. *You mentioned that the amount of any increase in an annuity due to military service would depend on whether the individual was receiving another Federal benefit. Will you explain this?*

The cost of crediting military service toward railroad retirement annuities is borne by the Federal Government. For this reason, there are restrictions on the use of military service in computing benefits if it is a basis for benefits from another Federal agency. These other benefits include those payable by the Veterans Administration, the Social Security Administration, and the Civil Service Commission.

Generally, the reduction in the railroad benefit is proportional to the additional service credited. However, the railroad benefit is

never reduced below the amount it would have been without the military service, and the reduction is restored for any month for which the other benefit is not payable.

11. *I needed credit for my military service in order to qualify for my railroad retirement annuity. Does this mean I will lose my annuity if I qualify for a veteran's pension?*

No. The annuity would be reduced, but part would remain payable. This is true even though, in a sense, the whole annuity is due to military service.

12. *Will I automatically receive credit for my military service?*

No. An application claiming credit for military service must be filed with the Railroad Retirement Board. You can do this when you apply for your annuity or at any time later. When claiming military service, you should bring with you your discharge papers or certificate of service.

13. *Next month I could qualify for a nonservice-connected disability pension from the Veterans Administration (VA). However, my railroad retirement income will put me over the VA income limitations. If I hadn't claimed credit for my military service, my annuity would have been below the income limit. Will I lose my veteran's pension just because I claimed credit for my military service?*

No. You cannot lose your VA pension because of the increase in your annuity due to military service. The VA uses the railroad retirement benefit which would be payable without military service in determining whether you are over their income limits. Thus, claiming credit for military service with the Board cannot adversely affect your VA benefit.

14. *If my income from my railroad retirement annuity without military service was higher than the VA limit, can I voluntarily take only a part of my railroad retirement benefit so that the amount I receive is below the income limit?*

No. Such waivers are not recognized by the VA. Waivers were permitted for individuals on the veterans pension rolls before July 1, 1960. Persons who came on the rolls after that date cannot gain by waiving part of their railroad retirement annuity.

15. *I have more than 10 years of service for a railroad but not enough credits for a social security benefit unless I use my military service. Where would it be to my advantage to claim military service?*

You will generally be better off to claim credit with the Social Security Administration. The minimum social security benefit is $44. On the other hand, your military service could increase your railroad retirement annuity by at most $4.65 a month for each year of military service.

16. *I am eligible for benefits under both the railroad retirement and social security systems without my military service. Where would it be more advantageous for me to claim my military service?*

The best procedure is to claim credit for your military service with both agencies. However, it is important that you first claim military service with the Social Security Administration and wait until they have awarded a benefit before claiming your military service with the Board. The Board will then use the military service only if you would be better off by including it with your railroad service. If the Board counts your military service, the Social Security Administration will discontinue using it. On the other hand, once your military service is used by the Board, it cannot be counted toward your social security benefit even though it might have been to your advantage to do so.

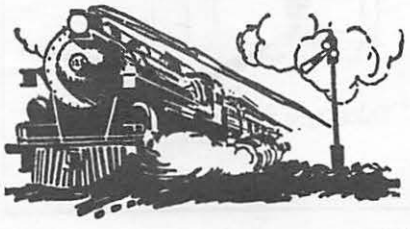
17. *I have 8 years of railroad service and four years of military service. Can my military service count toward the requirements for extended unemployment benefits under the Railroad Unemployment Insurance Act?*

Yes, if it would be creditable under the Railroad Retirement Act.

ACL-SAL Officials Set July 1 As Merger Date

MERGING OF THE SEABOARD Air Line and Atlantic Coast Line Railroads is planned to be effective July 1, according to a statement by John W. Smith, Seaboard President, and W. Thomas Rice, Coast Line President.

They said, any petitions which may be filed seeking reconsideration of the Supreme Court's decision of April 10 are expected to be finally disposed of in ample time to permit the merger to become effective July 1.



Smith and Rice said merging of the operations and physical properties of the two roads will be progressed as rapidly as possible, although it is anticipated that five years will be required to complete all phases of the merging process.

The new company will maintain general offices, both in Richmond, Virginia, where the Seaboard has its general offices, and in Jacksonville, Florida, where Coast Line has its general offices, they said.

The Seaboard Coast Line Railroad Company will be chartered in Virginia. Smith will be Chairman of the Board of the new Company, and Rice will be President.

Rail Official Predicts Bright Future For Carriers

THE FUTURE OF THE RAILroads of this country holds a promise as bright as that of any other segment of our economy, a railroad official recently predicted.

Joseph Hays, general counsel of the Association of Western Railways, Chicago, said that an increasing amount of traffic is returning to the rails. The railroad industry is successfully meeting the challenge of competition because of a concentrated effort to improve efficiency and to reduce rates, he said.

Mr. Hays pointed out that the railroad industry is the only major segment of our national economy where the level of prices has been reduced.

"Since 1958, railroad freight charges have been reduced by an astounding 15 percent while food is up 13 percent, housing up 12 percent, apparel up 12 percent, travel up 15 percent and health and recreation up 20 percent. All items, other than freight rates, show an increase of 14 percent," he stated.

Railroads thrive on volume, Hays said, and as the volume of business goes up, the unit cost of handling that business goes down.

Looking to the future, Hays called "conservative" a recent prediction that if the railroads merely maintain their present 43 percent of total intercity traffic, their annual share could reach 860 billion ton-miles by 1970, as compared with the current total of 738 billion. Another estimate predicts that railroad ton-miles will reach 912 billion by 1980 and 1,593 billion by the year 2000, he added.

YOUR WASHINGTON Reporter

By R. E. Porter

WILL THE RIGHT TO strike on the nation's railroads be snuffed out for good? That question was in the forefront as Congress during the past month grappled with legislation to prevent a walkout by the rail shopcraft unions in their fight for a fair wage settlement.

First, Congress voted a 20-day delay in a strike deadline set by the shopcrafts, in order to allow for further mediation (which failed); then it decreed a 47-day additional delay requested by President Johnson, in order to allow time for consideration of longer-range legislation.

A day before he submitted this "longer-range" measure to Congress, LBJ said it would avoid both compulsory arbitration and government seizure of the railroads. However, when received by Congress, the bill turned out to be "mediation with finality"—little different, union leaders said, from compulsory arbitration.

Under the measure, a new five-man mediation panel—with three public members, one from labor and one management—was to be appointed to make further attempts to reach a settlement by mediation. If these failed, the board's majority recommendations would go into effect 90 days after the start of mediation and remain in effect not longer than Jan. 1, 1969. There would be no right to strike in the meantime.

President Johnson declared the plan "represents the slightest possible intrusion upon the process of collective bargaining" and voiced hope it would lead to a settlement.

The new board's recommendations would incorporate, as a "floor," the findings of a previous presidential mediation panel, which both sides rejected in part.

AFL-CIO President George Meany, speaking for all of labor, quickly condemned the plan. "In the final analysis . . . it terminates in compulsory arbitration," he said. "The AFL-CIO is steadfastly opposed to the denial of the right to strike through the imposition of terms and conditions of employment otherwise unacceptable to the parties. We shall vigorously oppose this as well as any other legislative proposal which calls for compulsory arbitration of the issues in dispute."

"The workers involved in this dispute," Meany continued, "are simply seeking to exercise the rights assured them under present law. If there is a paramount public interest in the continued operation of the railroads, sufficient to override the rights and freedoms of the workers employed by these private corporations, then the railroads should be operated for the public interest and not for private profit."

Meany closed by declaring that legislation for seizure of the railroads, pending negotiations of a settlement, would be "the fairest and least oppressive alternative." He said that the only thing standing in the way of a fair settlement was the belief of the railroad lobby "that compulsory arbitration legislation will be forthcoming."

"Take me to your bleeder!"

Oppose "Prison for Strikers"

Rail labor, meantime, rallied its forces to fight the legislation in its present form—and also to oppose other pending measures imposing compulsory arbitration and "prison for strikers." Many members of Congress backed the rail workers' position that the time-tested procedures of collective bargaining and the right to strike, rather than compulsory legislation, should be relied on to bring a settlement.

Also, strong statements along the same line came from spokesmen for the railway unions. For example, Chairman G. E. Leighty of the Railway Labor Executives' Association declared that "this dispute should be settled through collective bargaining."

"We are unalterably opposed to compulsory arbitration," he said. "The prime issue here is whether the government will force American working men to labor for less pay than they could have won for themselves, in order to increase the profits of private employers."

Similarly, President Michael Fox of the Railway Employes' Department, with which the shopcraft unions are affiliated, pointed out that compulsory arbitration, as sought by the railroads, means "throwing into prison any railroad worker who dares to strike."

"This is a police state system—with some government board using the threat of prison to make workers labor for less pay than they themselves could win, so as to increase the profits for private corporations."

Rail Labor Fights To Preserve Passenger Service

A strong push is under way in Congress for legislation to halt the steady and ruinous decimation of railroad passenger service in the U.S., and to reverse the trend, if possible. The problem has become increasingly acute since Congress in 1958 passed the so-called Section 13a of the Interstate Commerce Act, which gave the railroads a virtual free hand to discontinue passenger trains. Since then, nearly 800 trains have been abandoned.

One bill, purportedly to stem the tide, was prepared by the Interstate

Commerce Commission and introduced by several lawmakers. However, rail unions, in testimony before a House Interstate Commerce subcommittee, declared the bill was totally inadequate, since it merely provided some delaying procedures on train discontinuances.

Emergency Legislation Needed

Donald S. Beattie, RLEA executive secretary, testified that emergency legislation is needed to "halt, or at least substantially curtail, the extinction of rail passenger service." He proposed a series of amendments to the ICC-sponsored bill which would effectively curb the wave of abandonments, and also provide adequate protection of employes where train discontinuances do occur.

He declared, too, that a sounder solution is to be found in bills introduced by Rep. John Moss (D., Calif.) and Rep. Robert Giaimo (D., Conn.). These, and a comparable bill by Sen. Frank Moss (D., Utah) would halt all train discontinuances and rail mergers for a year, pending development of a master ground transportation plan for the U. S. by the new Department of Transportation.

Also, a measure backed by rail unions was introduced by Sen. Clifford P. Case (R., N. J.). His bill would require the carriers to obtain affirmative authority from the ICC, or from appropriate state agencies where they exist, before discontinuing any interstate trains.

Further, his bill would specifically require the railroads to justify passenger train curtailments rather than force the public to shoulder the burden of proof. Also, it would provide for employe protective conditions, similar to those now required in line abandonments, and various other safeguards.

In addition, Case and a score of other senators of both major parties joined Sen. Gordon Allot (R., Colo.) in a "sense of Congress" resolution, calling for a moratorium by the ICC on train discontinuance cases, and a further moratorium by the Post Office Department on cancellations of mail order contracts, which have contributed to the slaughter of trains. Under this resolution, the Department of Transportation would make a "full and complete study of the potential of railroad transportation."

Seek RRA Improvements

Railway unions have mobilized behind identical bills to improve benefits under the Railroad Retirement and Unemployment Insurance Acts, which were introduced by Rep. Samuel Friedel (D., Md.), chairman of the House subcommittee which handles such legislation, and by Rep. Torbert Macdonald, former chairman of that subcommittee.

Under the bills, benefits would nearly all be increased by approximately 110 percent of the increase the railroader would receive under the proposed 1967 Social Security improvements, if his railroad wages were counted under Social Security instead of Railroad Retirement. The minimum increase would be $10 a month and the maximum raise would range up to $49.61 a month.

If an individual is also entitled to Social Security benefits, his increase above the $10 minimum would be reduced by the amount of the 1967 raise he receives under Social Security. Spouse and survivor annuities would likewise be increased, with a minimum raise of five dollars a month, and disabled widows would receive annuities regardless of age.

Under Railroad Unemployment Insurance, the maximum daily rate for both jobless and sickness benefits would be boosted from $10.20 to $14.40, and other improvements would be made. Costs under this system are borne solely by the railroads.

General Railway Signal Opens Atlanta Office

General Railway Signal Company opened an office at Suite 1218, Peachtree Center, 230 Peachtree Street, N.E., Atlanta, Georgia on April 17. Mr. Frank A. Scott will be in charge of the new office.

"We feel this is an important step," said O. D. Stowell, Jr., manager of GRS railway sales, "in providing added convenience and on-the-spot facility for our railway and urban transportation customers in this area."

Scott has been a sales engineer at the company's New York City office since 1961.

By SIDNEY MARGOLIUS, for The Signalman's Journal

MRS. ROBERT STICKLER IS fighting mad. So are Mrs. Eugene Shilts, Everett Teske and a number of other readers who have complained of the quality of many processed foods they have bought.

"I bought a package of frozen 'Gravy & Sliced Turkey,' weight two pounds, for $1.49. When this was baked and ready to eat there were about four cups of gravy and not enough turkey to serve one person, and there were four of us. For 75 cents a pound, I would expect a fairly good serving of meat."

Mrs. Shilts has a beef too, and sent it to us through the mail. This was a sample of luncheon meat, which arrived smelling very strong. We would urge readers to send such samples to the manufacturers or supermarkets instead of us.

Good Quality is Best Buy

"The only way I can make ends meet is to buy good quality products," Mrs. Shilts writes. "When I pay a dollar out for food I expect my dollar's worth. We use lunch meat a couple of times a week because I have a son in school and my husband taking lunches. Most of the time lunch meat is loaded with fat, and its contents are strong tasting. Most families buy lunch meat. Do they all get beat with plastic wrappers, extra casings, all kinds of fat and pickles and olives to add to the weight?"

Mr. Teske's experience is equally revealing: "I bought this jar of strawberry preserves. When I used it there were only six strawberries on top. The rest—about three-quarters of the jar—was nothing but strawberry jello."

What our indignant friends do not understand—along with almost 200,000,000 other Americans — is the subtle labeling permitted by our laws and U.S. Agriculture Department. The rules are so subtle that they permit all kinds of foolery and waste in the sale of modern ready-to-serve foods.

In the case of the "Gravy & Sliced Turkey," the fact that the word "Gravy" comes first means there is more gravy than turkey. Moreover, if Mrs. Stickler had read the list of ingredients in fine print (food labels are getting as bad as insurance policies), she would have seen that under "Gravy," the first item listed is water. This means that water is the leading ingredient in the gravy. The other ingredients, in order of importance, are starch, flour, salt, vegetable fat, chicken fat, turkey giblets, various flavorings and caramel color. Who needs to pay $1.49 for this concoction of cheap fillers?

Misled by Pictures

The picture on the package misled Mrs. Stickler and would mislead me too. It shows 6 good-sized slices of turkey and a small bowl of thick gravy with noticeable chunks of giblets floating on top. In reality, the fine-print list of ingredients show that there is not as much giblets as salt.

Then under "Turkey" the label shows a separate list of ingredients: "turkey, natural juices, salt, brown sugar, sodium phosphate, hydrolized vegetables, protein, flavoring, sodium erythorbate." While version of "turkey" might well win the American Chemical Society's annual award for new advances in chemistry, a close reading shows how relatively little turkey there is in the two-pound package.

Mr. Teske's strawberry-jar label could fool me too. It says: "Pure Strawberry Preserves," and underneath, "Whole strawberries . . . cooked with care to retain natural fresh taste." What that weasel wording seems to mean is that the strawberries were whole before they were cooked.

Watch List of Ingredients

Under present loose regulations, you have to watch the names of foods and the lists of ingredients like a hawk if you want to survive in the food-processing jungle. You even have to carry in your head such subtle distinctions as that a product labeled "chili con carne" is 40 percent meat (on the fresh basis), but "chili con carne with beans" is only 25 percent meat.

One of the most ridiculous distinctions permitted by the USDA is that a canned product labeled "Vegetables and Beef" must have at least 35 percent beef. But one called "Vegetables With Beef" needs only 20 percent.

As for the luncheon meat, we have warned many times that many packaged cold cuts today often have "water" as their second leading ingredient. The cellophane covering helps the retailers more than the customers because it prevents the water from drying out before the package is weighed. If cold cuts are sold in interstate commerce, they can contain no more than 10 percent water for bologna, franks and similar cooked sausage, and three percent for luncheon meats and loaves. This is plenty of water. But cold cuts processed and sold within a state may have even more, depending on state regulations.

The amount of fat is another matter. So-called "all beef" and "all meat" cold cuts and franks can be quite a fooler since they can contain a large proportion of fat. Actually the cheaper "franks with cereal or non-fat dry milk" often actually have more protein, since these fillers are more nutritious than fat.

Label Standards Help But Are Still Inadequate

Granted that the USDA has fended off some of the more flagrant potential deceptions, such as the plan of one processor to use chicken skins in a product to be labeled "Salisbury Steak." Still, the standards permitted by the USDA and Food and Drug Administration are low, and the labeling inadequate as long as the consumer is not actually told the percentage of the ingredients. Consumers can hardly be expected to memorize hundreds of standards; for example that "breaded shrimp" means 50 percent shrimp, and "lightly breaded" means 65 percent.

Meanwhile, families who want a dollar's worth of food for a dollar had better read the labels closely, and as much as possible cook their own turkey and their own meats for lunch sandwiches.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Signalman's Daughter To Be Featured In Magazine Series

MISS SHIRLEY AUDAS, daughter of Mr. and Mrs. Jack Audas, of Dawson Springs, Ky., will be the main feature in a new series of articles, "Photography for Majorettes," by freelance photographer Donald C. Wilkey of Dawson Springs.

Miss Audas.

The articles will appear periodically in Drum Major magazine beginning with the May issue and will show how majorettes may use a simple camera and a few simple tricks and vastly improve pictures which they take of each other.

Drum Major magazine is the oldest, largest and most widely circulated twirling magazine in the world and is printed in several languages.

Jack Audas is a signalman with over 15 years of service with the Illinois Central Railroad. He is a member of Local 46 and is presently working between Fulton and Louisville, Kentucky.

Jack is well respected by everyone. When he ran for the city council of Dawson Springs, he received over 500 more votes than any other candidate and is often referred to as "Mr. 500."

BILL HARRISON

Reading

READING, PA. (26). Our regular quarterly meeting was held on April 24 at the Labor Temple, 113 N. 8th St., Reading, Pa., and was called to order by Past Chief Signalman J. H. Shultz in the absence of our Chief Signalman H. D. Borrell.

General Chairman Fiori gave a report and discussed with the members pending claims and working conditions.

Brother B. F. Harper was elected to fill the unexpired term of Local Chairman and Brother C. R. Roth was elected as a member of the Grievance committee.

Best wishes and a speedy recovery to our sick Brothers N. E. Shaffer, E. L. Koble and J. F. Urban, all of the Shamokin Division.

Meetings for the balance of the year will be on July 24 and October 23. Make every effort to attend these meetings and, as always, the retired members are most welcome. Members present at these meetings have the opportunity to express their opinions, views and grievances for the benefit of the officers and other members and receive a better understanding of rules and working conditions.

Chaplain G. L. Kurtz, Jr. closed the meeting with a prayer. L. VANINO

Baltimore & Ohio

DAYTON, OHIO (94). Our regular quarterly meeting of Local 94 was held on April 15 in City Hall, Deshler, Ohio with 13 members present. Five new members were accepted for membership.

Minutes of the previous meeting were read and corrected. This was followed by a discussion on grievances and claims and proposed solutions.

We have a report on Brothers L. Hasch and Max Miller who have been off duty account of illness.

Communications read were comprised of information entitled "Working For Safety," prepared by the National Safety Council, a reminder from Grand Lodge regarding submitting resolutions for changes in the Constitution and Ritual must be received at least 90 days prior to the Convention or not later than May 15, and a letter with reference to study and investigation of grade crossing accidents.

Reading of bills by Financial Secretary C. B. Bruno were approved.

Our next meeting is scheduled for Saturday, July 15, in the Pick-Fort Hayes, Columbus, Ohio, at 9:00 a.m.

Division meeting of Local 94 was held by Local Chairman R. Lamb, of the St. Louis Division East, at North Vernon, Indiana on April 27. The meeting was well attended.

General Chairman Guscott discussed with the members items of general interest including the manner of computing benefits under the retirement board supplemental annuity. The details of the March 15, 1967 Notice served on management was explained. This will provide employment security for newer employes not covered by the February 7, 1965 Agreement, maintenance of full-time positions, preservation of employment and earnings, and restrictions on contracting out work, plus lodging and expenses for employes working off their home seniority district.

Foreman P. G. Emmons and gang have moved to Walkerton, Ind., installing crossing protection. F. Falk and gang are on the B&O-CT performing new construction work and maintenance in the area. G. F. HAMMOND

Rio Grande

GOLDEN, COLO. (24). The regular meeting of Local 24 was brought to order by Chief Signalman W. B. Wernz after a friendly mix-up with members of Local 8 of the Union Pacific who were

Brother R. W. Byberg, second from left, receives replica of signal shipping box holding his meter case which he used on the job for more than 20 years. Making the presentation is Recording and Financial Secretary B. L. Denison. Others in the photo are: Vice President B. H. Steuerwald, left, General Chairman Howard Norris, center, and Signal Engineer B. C. Eaton, right.

meeting in the same hotel at the same time and almost the same room. All business was effectively taken care of and at 1:00 p.m., 30 friends, Brothers and wives assembled in the dining room of the Oxford Hotel, Denver, Colorado, to honor retired member R. W. Byberg and his wife. Vice President B. H. Steuerwald and Asst. Signal Engineer B. M. Durland were also present.

Some well deserved words of praise and good wishes were offered by Signal Engineer B. C. Eaton, Asst. Signal Supervisor O. H. Brown, General Chairman H. R. Norris and Signal Maintainer L. G. Williams. Brother Byberg was trustee for Local 24 when it was first organized March 17, 1929. After 37 years as a signal maintainer for the Rio Grande, he retired December 24, 1966 and also ended another 6 years as trustee for Local 24.

We all join in extending our best wishes and congratulations to Brother Byberg and his wife and wish them a long and enjoyable retirement. He was presented a check and a replica of our signal shipping box holding his meter case which he carried for over 20 years.

Our sympathy to Emma Gentry, sister of J. E. Abbett who was on disability pension and passed away March 30.

B. L. Denison

Santa Fe

MCPHERSON, KANS. (33). Local 33 held the latest meeting on May 6 in the Railroad Savings and Loan Bldg. in Newton, Kans. and was called to order by Chief Signalman Roberts. Local Chairmen Page and Pulliam were in attendance. Local Chairman Henry was absent account of vacation. General Chairman W. H. Lewis was also in attendance.

This meeting was the worse in attendance of any meeting this correspondent has ever attended. This was regrettable as we had a visitor, Local Chairman W. B. Harwell from Local 161, who lives in Las Vegas, N. M. Local 161 has a good reputation for active work, attendance and discussion. I am sure he was disappointed and expected a larger attendance. It was notable that the Signal Inspectors from Dodge City and Arkansas City were present but the Signal Inspector from Newton was not.

Brother Caldwell's Okie Gang was reported installing cantilever flashing light signals at Oklahoma City. Brother Steadman's Gang is relocating signals from Mulvane to Wellington, Kans. Brother Sette's Gang has just finished installing flashing light signals at Rush Center, Kans. and is now rewiring signals at Larned, Kans.

No one is reported sick in Local 33. Reggie Rensimer is back on duty after a stay in Topeka Hospital. Brother W. R. Austin's retirement party was held on May 28 at Mulvane, Kans. Brother Spec Jordan of Peabody, Kans. has retired and is starting to travel over the country.

Again in the matter of attendance, there were no shopmen from the Topeka Shops or any Eastern Division Brothers present. What's the matter, boys, give up?

Our next meeting will be July 8 at 1:00 p.m. at the Kincaid Hotel in Oklahoma City.

Max E. Craft

B.&O.—S.I.R.T.—W.M.

CONNELLSVILLE, PA. (31). A meeting of the members on the Pittsburgh West End was held at the Penn Sheraton Hotel, Pittsburgh, Pa. by Local Chairman J. R. McDonald on May 2. Many items of local interest were discussed.

General Chairman H. C. Guscott gave a report on the status of the March 15, 1967 Notice pertaining to job security, etc. He also reported that the May 10, 1966 Notice had been concluded with respect to wage increases and improved vacations and the matter of away from home station expenses will be handled to a conclusion commencing in June. Some members did not appear to be fully aware that the February 7, 1965 Agreement in effect gave them a lifetime job at the rate of the position they were working as of October 1, 1964 plus general wage increases subject to death, resignation, discharge, etc.

The new supplemental annuity administered by the Railroad Retirement Board was discussed and received with mixed comments since some of the members belonged to the B&O Annuity Plan and some did not. The Company under the Law 89-699 is entitled to take credit for their portion of the B&O annuity paid to the employe against the supplemental annuity.

There were 15 members present at this meeting which is about 60 percent of the employes on this district. At this writing, the Central Railroad of New Jersey, Reading Company, and numerous cities on the Western Maryland have protested the ICC order permitting the C&O-B&O to control the Western Maryland Railway Company, so it appears that some additional delay will be encountered before the control order is fully effective.

Dale Leonard

New York Central—L.W.

ELKHART, IND. (210). Our last regular meeting was called to order by Chief Signalman W. D. Goode at 7:15 p.m., on May 10 with 12 members and officers present. Also in attendance was General Chairman R. T. McGill, Grand Lodge Secretary-Treasurer C. J. Chamberlain and Vice President P. T. Drummond.

Local Chairman J. Crowley gave a report on the grievances outstanding and called particular attention to the Carrier having the Boston & Albany Signal Shop perform work for Lines East and West. The work involved includes wiring relay cases and associated apparatus.

General Chairman McGill advised that he was handling this matter and had written a strong protest to the Carrier. He read a reply to his protest in which the Carrier contended it was not violating the Agreement. Brother McGill advised that if the situation is not settled, proper claims will be made.

Another grievance involves the Carrier sending apparatus off the property to be assembled and wired by persons not covered by the Signalmen's Agreement. This situation is being watched very closely and proper action will be taken to protect the interest of our members.

A comprehensive discussion was held concerning overtime in the Signal Shop. This has long been a source of irritation and Local Chairman Crowley reported that grievances concerning this subject will be progressed to the fullest extent possible. Another subject receiving considerable discussion was medical disqualifications. It has apparently become the policy of the New York Central to disqualify any employe who does not meet the highest physical standards and in many instances, the Carrier does not advise the reasons for the disqualifications. This is hard to understand inasmuch as the Carrier is short of signal personnel and continually states it cannot hire people.

The Section 6 Notice served on the Nation's Carriers on March 15 to update and strengthen the Stabilization of Employment Agreement was discussed and the membership present expressed full support for Grand Lodge to progress this matter to a satisfactory conclusion.

The possible impact of the proposed merger of the New York Central and Pennsylvania Railroad was discussed. It is not known at this time when the merger will become effective but those in attendance were of the opinion that it will eventually happen.

Secretary-Treasurer Chamberlain gave a talk on matters of primary concern to our Brotherhood. He advised those present that we must take some bold steps to gain for our membership that to which they are entitled. Vice President Drummond answered questions on the Stabilization of Employment Agreement and advised that if the New York Central and Pennsylvania do merge, the present Agreement covering stabilization of employment will be replaced by a more comprehensive agreement that was worked out between the Organizations and Carriers to protect the employes.

Prior to the meeting, Brothers Mc Gill, Chamberlain and Drummond visited our System Signal Shop. The shop was created in 1958 to perform the work previously performed at the Elkhart and Utica, New York district signal shops. The latter two shops were among the last of the district shops, others being located at White Plains and Albany, New York and Indianapolis, Indiana.

The System Shop performs work for the entire system and consists of a machine shop, relay repair shop, instrument case wiring room, and a crossing gate shop. The employes assigned to the Elkhart Signal Shop comprise the membership of Local 210 and have a membership relationship with the Brotherhood which dates back more than 40 years. The visitors to the shop were impressed with the quality of work turned out by our members who are capable of performing any and all work connected with signaling.

We wish to thank Brothers McGill, Chamberlain and Drummond for taking time to visit our shop and attend our Local meeting. J. J. CROWLEY

The above shows members of the Elkhart Signal Shop Wire Room Gang. They are from left to right: Front Row—F. J. Simons, R. J. Kucela, J. T. Eminger, L. D. Daugherty and G. H. Turner. Back Row—T. Colpetzer, P. Kalynycz, R. G. Stephenson, L. A. Scott, R. L. Glant, L. J. Oliphant, W. A. Barlow and J. J. Crowley.

Members of the Elkhart Relay Room Gang are, from left to right, J. D. Adams, W. L. Fullmer, J. W. Paul, R. D. Lobdell and K. K. Hardwick, (seated).

The above comprise the Elkhart Signal Shop's Machine Shop Gang. They are, from left to right: Front Row—F. W. Platz, W. D. Goode, B. L. Graham, C. E. Filocco and H. A. Boyland. Back Row—from left to right—W. J. Haas, V. F. Hillman, J. L. Benn, T. J. Kennah, M. W. Graff, Carl Messick.

Phillips

New York Central—L.E.

CLYDE A. PHILLIPS of Canandaigua, New York, member of Local 93, retired on February 7 after 50 and a half years with the New York Central Signal Department.

Brother Phillips began working for the railroad on August 8, 1916 as an assistant signal maintainer on the Ontario and St. Lawrence line. In 1923 he advanced to signal maintainer in charge of the maintenance section. He transferred to the Rochester Division with headquarters in Canandaigua in 1924, and had charge of the signal system between Geneva and Rochester and Canandaigua and Batavia for 31 years.

In 1957 he was promoted to leading signal maintainer at Palmyra and held that position until the advent of centralized traffic control and electronic signaling devices. The manually operated signal towers were dismantled and one dispatcher controlled all major signals between Batavia and Syracuse from Rochester. Brother Phillips was then transferred to a control point at Waynesport. On April 1, 1965 he became test maintainer with the responsibility of testing the equipment, and held this position until his retirement.

Brother Phillips was the first person in the history of the Signal Department on the Syracuse Division to achieve 50 years of service and was honored at a dinner in Rochester and presented with a lifetime gold pass for himself and Mrs. Phillips.

Phillips says he plans to devote more time to his hobbies of gardening and flowers and will also enjoy spending more time in his shop where he repairs toys and small electrical appliances and household equipment.

Brother Phillips has been a loyal Brotherhood member from his first days of railroad service and has served in all of the offices in the Syracuse Local before transferring to Local 93.

ED.

Reactionary Congressman Replies To Member's View on Compulsory Arbitration

BROTHER G. G. RUHL, member of Local 78, Rock Island Railroad, recently wrote Congressman Chester L. Mize (R., Kans.) a letter expressing his opposition to enactment of legislation to force arbitration of disputes between the carriers and rail unions. Congressman Mize, obviously an anti-unionist, wrote the following reply to Brother Ruhl:

"We have reached a point in this country where we cannot tolerate costly strikes in the transportation industry. I think that Congress will pass legislation during this session to deal with this problem. In the next few weeks, it is hoped that labor and the railroads will reach a settlement, but whether they do or not, legislative safeguards will be enacted so that the public and the Nation's well-being will not suffer because of strikes.

"This is something which should have been done during the airlines strike last year. Because it wasn't, all of us know now that we can't permit a work stoppage to reach those proportions again."

In commenting on the Congressman's letter, Brother Ruhl said it is apparent that Mize has his mind made up but one thing for sure resulted from the letter, and that is a loss of his vote.

Many letters have been sent to Congressmen on this issue and none that we know of have replied in the arrogant manner expressed in Mize's letter. He apparently overlooks the fact that transportation employes are part of the public and Nation. While his interest must lie with the reactionaries, it is evident that he believes he is supposed to represent only a small portion of the public, that part having the most money. We ask our members in Kansas to remember Mize at the next election, but not too kindly.

Brother Ruhl expressed the opinion that perhaps the airline strike prevented Mize from taking a Florida vacation, or, on second thought, it may have prevented him from making a world junket at the taxpayers' expense.

While flatly stating that compulsory arbitration of disputes will be enacted into law, we fail to find in the Congressman's letter how the welfare of the transportation employes will be guarded, and we'll venture to say that Mize could not care less.

ED.

Brother R. B. LeBaron, shown above left, retired on May 1 as previously reported in the previous issues of the Journal. He was the long-time General Chairman of the C&NW, CGW, and GB&W Railroads. Prior to retirement he visited the Retirement Board's headquarters in Chicago to fill out the necessary forms. Others in the photo above are, left to right, C. J. Chamberlain, Secretary-Treasurer, W. R. Barber, Labor Relations Officer, G. E. Woodcock, Assistant to the Labor Member of the Board, Howard Habermeyer, Chairman of the Retirement Board, and A. E. Lyon, Labor Member of the Board and former President of our Organization.

Canadian National

NEUFCHATEL, QUE. (205). Local 205 held its regular meeting in the City Hall, Charney, Que. on April 22 and was called to order by Brother Mons. We were pleased to have a good attendance of 18 members present and were pleased to have General Chairman C. R. Scott and Grand Lodge Representative A. N. Cotton at the meeting. It's nice having these Brothers present as they are always ready with a helping hand for our problems.

One application for membership was approved.

Local Chairman Mc Manus discussed claims that were being progressed, snow in switches, toilet facilities for gangs, wiring of cases in shop, vacation relief, and other subjects of interest to the members.

We are glad to report that no members are on the sick list.

Quite a discussion was held regarding abolishing of the 205⅓ hours.

The election of delegate and alternate to the International Convention to be held in Chicago in August was held. Brother D. Mc Manus was elected delegate and Brother J. Mons, alternate.

We understand Grand Lodge Representative Stockdale has recovered from his operation.

Our next meeting will be held in Drummondville and we hope to have a good turnout. Don't forget this is the place to have our problems ironed out. So, let's make it a must to be in attendance.

D. Mc Manus

Norfolk & Western

DECATUR, ILL. (55). Around the country with the gangs—T. L. Polley is at Nameoki, Ill. on a crossing protection job; T. K. Fitzpatrick is at Huntington, Ind.; Stanley Vitek is at Huntington, Ind. on the TCS job and gang No. 926 is at North Kansas City, Mo. on the block 222 interlocker job.

With the test foremen—W. B. Ritchie is at Mexico, Mo.; J. E. Bartley is working west of Moberly, Mo.; F. G. Bartley and J. F. Lawrence are working near Springfield, Ill.; H. E. Martin is working at Logansport, Ind. and J. W. Sharp is working east of Fort Wayne, Ind.

Personnel changes—Nolan Rumple has bid in the maintainer job at Clark, Mo.; Larry Gheens has bid in the maintainer job at Forrest, Ill.; Larry Voorhies has bid in the maintainer job at Mansfield, Ill.; Thos. Gill has bid in the temporary maintainer job at Rouge River, Detroit, Mich. J. W. Lewis has bid the temporary maintainer job at Peru, Ind.; W. B. Ritchie has bid in the test foreman job formerly occupied by R. E. Pettus; Stanley Vitek, former foreman of gang No. 926, has bid in the gang No. 901 foreman job. T. K. Fitzpatrick is the temporary foreman of gang No. 902.

With the sick—Brothers Leo Bostock, P. E. Dawson, and Don Messmore are off duty due to illness. We wish all of these Brothers a speedy return back to work.

Brother Leonard French, former maintainer at Mansfield, Ill., has retired on a disability annuity effective May 1, 1967. We hope that Brother Leonard recovers and has many years of happy retirement with his wife who is also retiring.

We had a very good meeting at Montpelier, Ohio on May 7 with 13 members present, at which time we discussed the problems of the day. It was an interesting and informative meeting which no doubt was enjoyed by all.

"We who seek some proof of miracles need only to meditate and look, life itself is a miracle."

J. F. Poundstone

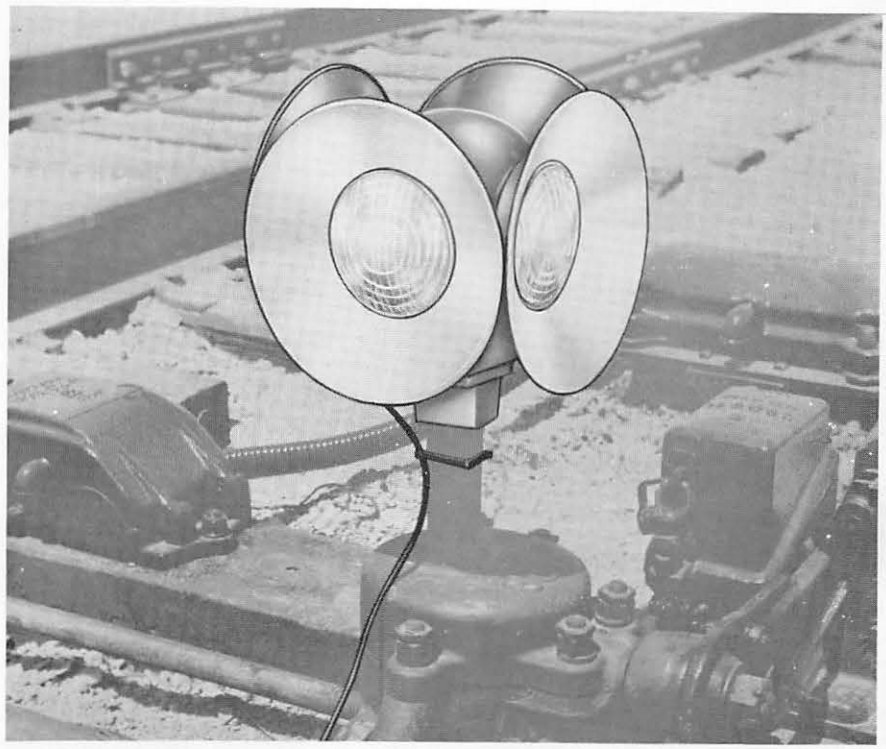
S.P.—W.P.

SACRAMENTO, CAL. (179). The regular meeting of Local 179 held in Sacramento, Cal. was not too well attended. Come on, Brothers, let's start to attend the meetings and support your officers in their efforts to better your conditions. General Chairman R. T. Bates and Grand Lodge Representative M. B. Frye were in attendance at the meeting.

It was decided that a picnic would be held and the financial secretary would notify the members as to the location and date.

General Chairman Bates gave a report on the special Board that has been set up in San Francisco to hear some of our cases and stated that it was too early to give much of a report. He said that they would only meet a couple of more days before the mediator would have to go back east on some other business.

Grand Lodge Representative Frye was in San Francisco to assist General Chairman Bates in these cases. Brother Frye comes from the Rio Grand Divi-



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sion of the Southern Pacific and was Local Chairman on that division before going to Grand Lodge. He advised that he writes many of the cases sent to Grand Lodge which are progressed to the Adjustment Board and stressed the fact that when a member gives a case to his Local Chairman he should be sure to give all the facts and if possible give proof of the violation and in some cases pictures would help.

Brother Gene Hageman, retired member of Local 179, passed away April 21 and was buried in Lincoln, Cal. Brother Hageman hired out on the Southern Pacific on April 1, 1946 and retired on a disability annuity on June 1, 1965. The officers and members of Local 179 extend deepest sympathy to the surviving members of his family. C. G. HODGES

Rock Island

LITTLE ROCK, ARK. (17). The regular meeting of Local 17 was opened in the West Room of the Marion Hotel in Little Rock, Ark. on May 13 at 1:00 p.m. It was called to order by Chief Signalman W. L. Stickley.

The following members were present: A. West; G. Jameson; T. Tulgren; L. W. Egger; T. E. Bruck; and General Chairman R. A. Watkins. Two honorary members, W. C. Elms and M. H. Olson, were also present.

Brother Guy Jameson was appointed to act as Recording and Financial Secretary in the absence of Brother M. W. Kiser.

The minutes of the previous meeting held at El Reno, Oklahoma on February 11 were read and approved.

There was considerable discussion with regard to retired member Olson's dues refund. General Chairman Watkins was directed to look into the matter.

The communications were read by General Chairman Watkins and discussed in detail. One of the most important items discussed was President Clark's letter regarding writing to Senators and Congressmen in connection with compulsory arbitration. Every member should write his representative in Washington that our Organization should not be "ham strung" by such legislation as this.

Another topic of discussion was Rule 62 and the Holiday Rule, particularly in connection with rest days and birthday pay, as well as holidays.

The members also talked about the line-ups issued at 6:30 a.m. and were only good for three hours when the starting time was 8:00 a.m., as well as the set-off proposition. Brother Watkins was instructed to secure proper set-offs and improvements to be made in the issuing of line-ups.

T. E. Bruck nominated Guy Jameson, Jr., as delegate to the Convention and at this time Brother Jameson relinquished the temporary secretary's notes to General Chairman Watkins. J. C. Armer seconded the motion and the motion carried unanimously. The secretary was instructed to cast the unanimous ballot for Guy Jameson, Jr., as delegate to the Convention.

Brother A. West nominated R. L. Wharry as alternate and was seconded by T. E. Bruck. There were no further nominations and the secretary was instructed to cast a unanimous ballot for Brother Wharry as alternate to the Convention.

A motion by A. West, seconded by J. C. Armer, that members north of Caldwell to Herington be transferred from Local 78 to Local 17 carried unanimously. G. JAMESON, JR.

Obituary

William H. Alexander, retired member of Local 94, Baltimore & Ohio Railroad, passed away March 12. He was 68.

Brother Alexander had retired in 1961 after 34 years of service.

He was a good and active member of the Local and Brotherhood throughout the years and had held the office of Chief Signalman.

Survivors include his widow and a son, Charles, to whom the officers and members of Local 94 extend their deepest sympathy. G. F. HAMMOND

Edwin E. McConnell, member of Local 94, Baltimore & Ohio Railroad, passed away recently. He was 55.

Brother McConnell had been employed as a signal maintainer with 38 years of service at the time of his passing.

Survivors include his widow, a daughter, and three sisters, to whom the officers and members of Local 94 extend their deepest sympathy.

G. F. HAMMOND

Monte J. Sanbower, retired member of Local 31, West End Division of the Baltimore & Ohio Railroad, passed away April 1. He was 84.

Brother Sanbower began his signal career in 1903 and retired in 1952. At the time of his retirement he was maintainer on the territory with headquarters at Boyds, Md. He served his division a number of terms as Local Chairman and served it well.

The officers and members of Local 31 extend deepest sympathy to all the surviving members of his family.

G. A. DELOZIER

Wilbert P. Chapman, member of Local 31, Monongah Division of the Baltimore & Ohio Railroad, passed away suddenly on March 10. He was 63.

Brother Chapman was called for signal trouble and apparently suffered a heart attack in the vicinity of Ellenboro, W. Va., and was found on the track after being struck by B.&O. train no. 32 about 12:55 a.m. He had worked in the Signal Department about 23 years and his latest assignment was the district with headquarters at Cairo, W. Va.

Brother Chapman served several terms as committeeman and at the time of his passing was a member of the Board of Trustees. He will be missed by all who knew him as he always had the interest of the membership and Organization at heart and when called upon was ever ready to serve on any and all committees.

He is survived by his widow, four daughters and two sons, to whom the officers and members extend their deepest sympathy. G. A. DELOZIER

O. F. Betz, retired member of Local 73, Pennsylvania Railroad, passed away. He was 89.

Brother Betz was employed as a testman at Warsaw, Indiana at the time of his retirement in 1946, after completing 42 years of service.

As a member of Local 73 he held the offices of Chief Signalman and Recording and Financial Secretary.

The officers and members of Local 73 extend their deepest sympathy to the surviving members of his family. ED.

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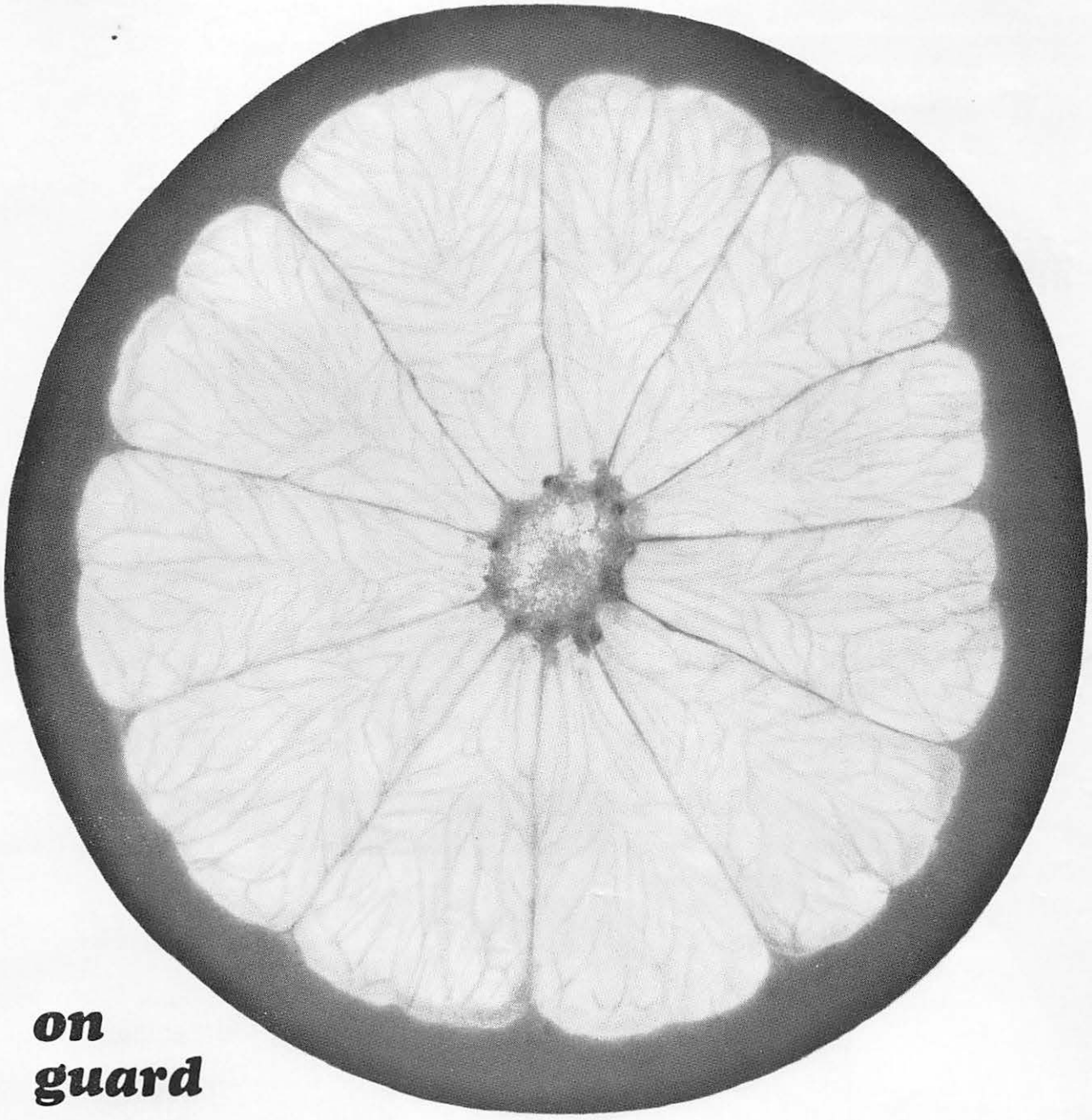

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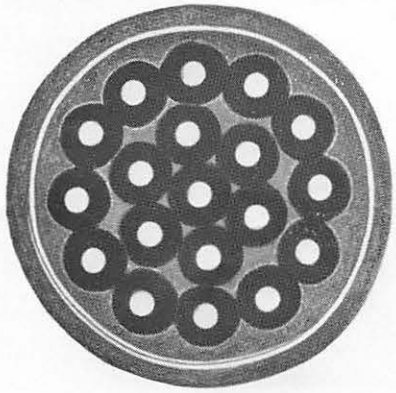

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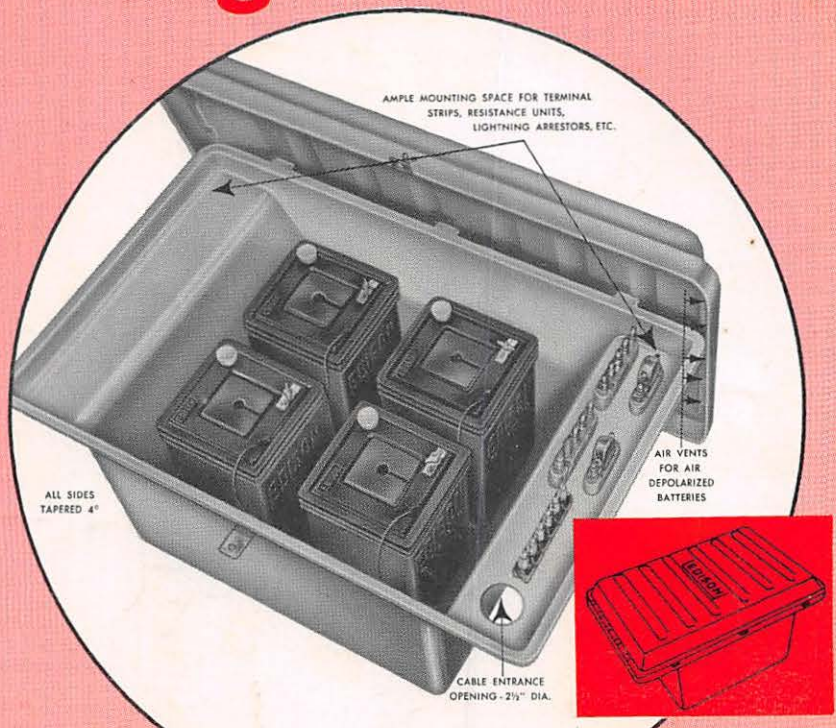
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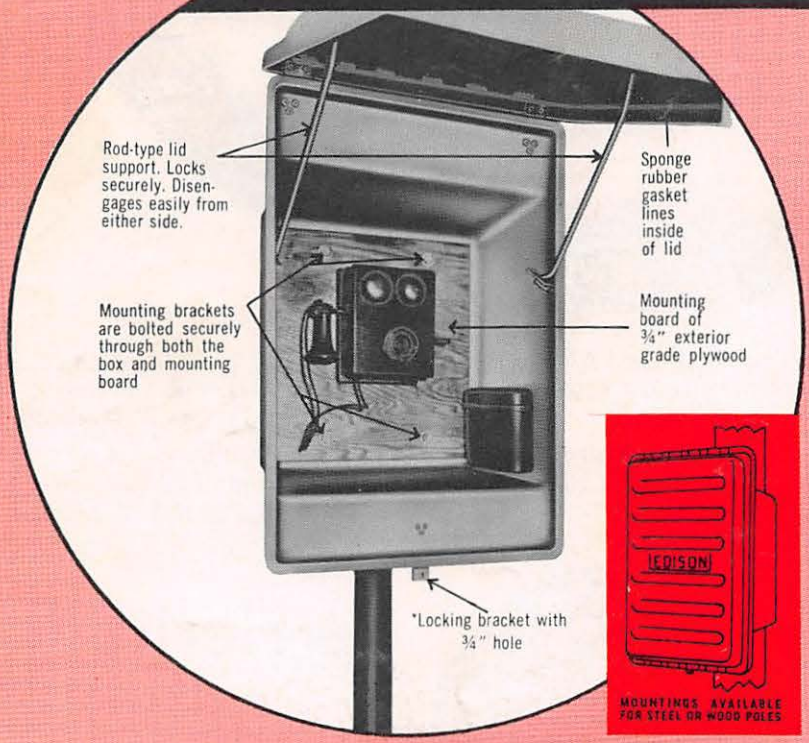
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